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1 & 3, Wyndham Street, Hongkong.

The Hongkong Telegraph.

FOUNDED 1861
ESTD. 1861

六拜禮 號三十月十英港香

SATURDAY, OCTOBER 13, 1928. 日一初月九

ANNUAL
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LIBERALS ASK NO QUARTER.

WILL FIGHT ELECTION
AS INDEPENDENTS.

VIGOROUS SPEECH BY MR.
LLOYD GEORGE.

ALLIANCES SCOUTED.

London, Oct. 12.
Mr. Lloyd George, the Liberal
leader, speaking at the Liberal
Conference at Yarmouth, made an
important declaration regarding
the Liberal position at the General
Election which will take place
next year.

He forecast that there would be
an overwhelming majority of
votes against the Conservative
Government, that there would be
an enormous accession of strength
to the Liberals, and that whatever
party was in the majority it would
not be Labour.

Opposed to Both.

Dealing with the possibility of
no one Party having a definite
majority over the others, Mr.
Lloyd George said the Liberal
Party was equally opposed to both
the Conservative and Labour
Parties.

If the prosperity and the well-
being of the country were to fall
into the hands of either of these
two Parties, the Liberals would
have very little to choose between
strangling prosperity with the
rope of tariffs or drawing and
quartering it by Socialism.

No Alliance.

Whatever might befall the
Liberals, they could enter into no
understanding, formal or in-
formal, with any Party, under
any circumstances, to advance
measures or policies in which they
disbelieved and which they knew
to be detrimental to the interests
of the country. If a Liberal
Government were not attainable in
the next Parliament, there was a
vast and fertile territory common
to men of progressive minds in all
Parties which they could agree to
cultivate together, but the con-
ditions of co-operation and under-
standing must be honourable to all
and humiliating to none.

Disastrous Experiment.

Mr. Lloyd George declared:—
"Let me say once and for all that
we shall decidedly and emphatically
decline to contemplate the
possibility of a repetition of the
experiment of 1924 which proved
so disastrous."

He referred, of course, to the
support then given by the Liberals
to the Labour Party, which kept the
Labour Party in office for nine
months, though the Labour Party
had no clear majority in the House
of Commons. This was only
justifiable as an experiment, said
Mr. Lloyd George, and it was no
fault of the Liberals that it failed.

Net Spread in Vain.

Continuing, Mr. Lloyd George
said a prominent Labour Leader
had assumed that if the Liberals
were in a minority they would
again help Labour into power.
Mr. Lloyd George's reply was that
in vain was the net spread in the
sight of a bird which had been
caught in the same net before and
escaped with his life but left a
good many feathers behind.

In conclusion, the Liberal leader
reiterated that the Liberals would
fight the election as an independ-
ent Party. They expected no
quarter from either the Con-
servatives or from Labour, and
they asked for none. The Liberals
would go on fighting and in the
end would triumph.—British Wire-
less.

Unjust System.

Mr. Lloyd George denounced the
"anomalous, unjust, and grotesque
electoral system which was a
fraud and a mockery of democ-
racy" making government a
gamble. He dwelt on the growing
strength of Liberalism as shown
in the bye elections, its command
of men of greater distinction than
any other party.

He concluded saying that
other parties were conspiring
and intriguing to destroy the
Liberals, but the Liberals would
never be squeezed out. He sat
down amid tumultuous cheering.
—Reuters

YANGTZE PIRACY INCIDENT.

ATTEMPT MADE ON FRENCH
STEAMER.

PILOT IS WOUNDED.

Brief details of a piratical exploit
on a French steamer on the Yang-
tze are contained in a naval wire-
less message received in Hongkong
this morning.

The vessel concerned was the
s.s. Ton Yuen, which flies the
French flag, and she broke down
while pirates were on board. It
seems clear that up to this time
the pirates had not made their at-
tack, and, when the ship broke
down, believed that their presence
among the passengers had been
discovered.

They apparently succeeded in
gaining control of part of the ship
at least, as the attacked and wound-
ed the pilot, and captured the Cap-
tain and took him ashore. The
captain was later released, how-
ever, and allowed to return to his
ship.

As far as can be gathered from
the brief message, there was no
attempt made to rob the ship and
the shooting of the pilot and cap-
ture of the Captain appear to have
been means to cover up the flight
of the pirates to the shore.

Another Yangtze incident
which occurred yesterday was the
firing on the Butterfield and Swire
steamer s.s. Kintang. This
steamer was fired on more than
once just over a month ago when
bandits concentrated at Wushan
and fired at the majority of vessels
passing their headquarters.

Chinese military action followed
and the bandits were cleared out
of the Wushan area.

The Kintang was between
Chungking and Fochow-sze when
the firing occurred yesterday and
it seems likely that a new gang of
bandits has sprung up to bring
danger to shipping on the Yang-
tze.

BITTER FIGHT AT TAVISTOCK.

LABOUR CANDIDATE MUST
FORFEIT DEPOSIT.

LAST OF OLD REGISTER.

London, Oct. 12.
By the very narrow margin of
173 votes, the Conservatives re-
tained the Tavistock seat after a
bitter fight with the Liberals, who
alleged sharp practice against the
Conservatives from the very be-
ginning.

Only the Liberals and Conser-
vatives were really concerned in
the voting, Mr. R. Davies, the
Labour candidate, securing only
2,499 votes, and, says Reuter,
forfeiting his deposit.

The great interest taken is
illustrated by the fact that in a
constituency of approximately
28,000 voters, on the old register,
23,766 went to the poll, or roughly
85 per cent.

The bye-election is the last one
to be fought on the old register.
The new enfranchisement of
women of 21 comes into force on
Monday, and the polling should be
over before the new register could
be affected.

On an announcement to this
effect, the Liberals at once accus-
ed the Conservatives of elec-
tioneering sharp practice in ex-
cluding hundreds of new electors,
and it is suggested that from this
the mudslinging began.

GERMAN AVIATOR OFF TO HANOI.

HUENEFELD GETS OFF AFTER
LONG DELAY.

Berlin, Oct. 12.
It is reported that Baron Huene-
feld, who is flying to Tokyo, and
who has been held up for over a
week at Mandalay owing to the
flooding of the river, took off
to-day for Hanoi.—Reuter.

FANLING GOLF TRAIN.

Golfers are advised that the 8.50
a.m. train to Fanling to-morrow
will be run in two sections—the
first at the usual time and the
second at 8.50 a.m.

SHANGHAI DOUBLE TRAGEDY.

NEW DEVELOPMENTS
LIKELY.

HOPES OF TRACING THE
PERPETRATORS.

INQUEST EVIDENCE.

Shanghai, Oct. 10.
Important developments in the
mystery of the shooting of Mr. H.
Dudley Law and Miss Dorothy
Thompson are expected within the
next couple of days.

Last night Mr. Law was in the
General Hospital in very much the
same state as he had been the day
previously.

From certain statements made
by him on Monday, however, police
are following up clues which, it
is hoped, will result in arrests on
the perpetrators of the crime
shortly.

Chinese Story.

A circumstantial story of the
crime was printed yesterday in

SCOTTISH RAILWAY ACCIDENT.

Conches Telescoped in
A Tunnel.

HONEYMOON TRAGEDY.

London, Oct. 12.
A serious railway disaster
has occurred in Scotland,
resulting in one passenger
being killed and fifty injured.

The disaster was caused by
an empty train crashing into a
heavily-laden train from
Glasgow to Edinburgh which
was inside a tunnel outside
Glasgow.

As a result of the smash,
three coaches were telescoped.

The man who was killed
was a bridegroom on his
honeymoon. The bride was
amongst those injured.—
Reuter.

certain Chinese papers, where it
was said that three employees of
a local mill were walking down
Kewick Road on Wednesday short-
ly before the shooting and saw
five Chinese following two foreig-
ners. Five shots are reported to
have been heard by another
Chinese, coming from the direction
of the crime, at about the same
time.

Police attach little importance
to the finding of an empty hired
car near the spot by Mr. J. W.
Baldwin, discoverer of the bodies,
when he returned after warning
the police at Bubbling Well
Station.

The Inquest Continued.

In H. M. Police Court yesterday,
the Registrar, Mr. A. J. Martin,
sitting as Coroner, took the
evidence of Mr. J. W. Baldwin,
who, it will be remembered, ac-
quainted the police of the fact
that two bodies were lying in
Kewick Road last Wednesday
evening. It will be recollected
that the preliminary inquiry was
opened on Thursday last and was
adjourned until Friday, the 12th
Instant. Due, however, to the fact
that Mr. Baldwin is leaving
Shanghai, his statement was taken
yesterday.

Discovery of Body.

He said that on the evening of
October 3, at about 6.40, he was
driving along Kewick Road in his
motor car, from Great Western
Road and proceeding to
Brenan Road. The first thing
he saw was what appear-
ed to be a heap of light color-
ed clothing. On approaching, he
saw that the object was a woman
and that the clothing was con-
siderably bloodstained. It was ab-
solutely dark at the time and he
had his bright headlights on. He
observed the body when about 100
yards from the scene and was at
that time travelling at about 15
miles per hour as the road was very
rough.

Slowing down as he neared the
spot, he then observed the body of
a man lying on the ground.
(Continued on Page 14.)

SUBMARINE SINKS WITH CREW.

MYSTERY FRENCH DISASTER
NINE DAYS OLD.

ONLY NOW REVEALED.

Paris, Oct. 12.
One of the worst French naval
disasters in recent years, the loss
of a big submarine with all hands,
has just been discovered, though
the tragedy occurred nine days
ago!

The craft concerned was the sub-
marine "Ondine" which, says Reu-
ter, left Cherbourg on Tuesday,
October 2nd, for Bizerta, North
Africa, with a crew of 49.

She should have arrived at her
destination on Monday last, but
nothing had been heard of the sub-
marine since her departure. The
French authorities had sent out
messages to all shipping and had
organised a vigorous search for the
missing vessel, but all attempts to
ascertain her whereabouts, or to
discover what had happened to her
had proved fruitless.

To-day it is reported by Reuter
that the "Ondine" was sunk in a
collision with a Greek steamer off
Oporto on the night of October 3rd,
nine days ago.

All the members of the crew must
have lost their lives. The strange
feature of the grim tragedy is the
apparent failure of the Greek
steamer to take any action in the
matter, even to report that she had
been in collision, though it is pos-
sible that later information will
clear up the mystery.

HORRIBLE KANSU MASSACRES.

MOSLEM REPRISAL TO FOUL
PLAY BY CHINESE.

PETITIONERS KILLED.

Peking, Oct. 12.
Stories are slowly leaking
through of the terrible massacres
by Moslem fanatics in Kansu, the
barbaric details of which were given
earlier in the week in a message
from the New York headquarters
of the China Famine Relief Or-
ganisation.

It was then stated that the Mos-
lems were amok and that over
200,000 persons had been killed.

The horror of the affair is in-
describable, and it has been impos-
sible to obtain a coherent story.

The trouble, it is stated by the
Kansu Guild, started as long ago
as April, and was the direct re-
sult of foul play by the provincial
authorities. It appears that a
number of Moslem delegates went
to the authorities with a petition
seeking the postponement of the
imposition of new heavy taxes.
The delegates were all murdered in
the cruelest manner.

Immediately afterwards, a Mos-
lem outbreak occurred at Tiao-
chow, to the South of Lanchow.
Once the campaign had started
the crimes of the fanatical Moslems
grew more horrible in character.

At least 100,000 persons were mas-
sacred in the city of Tiaochow
alone.

The insurrection combined with
the summer drought has resulted
in a serious famine in Southern
Kansu. Kansu is one of the pro-
vinces under the control of Mar-
shal Feng Yu-hsiang.—Reuter.

SAD MOTOR RACING FATALITY.

DRIVER KILLED AND SIX
CARS WRECKED.

New York, Oct. 12.
Fred Comer, the famous Ameri-
can racing motorist, was killed in-
stantly to-day in a terrible smash
at Salem, New Hampshire.

Competing in a two hundred
mile race over the Rockingham
speedway, Comer was whirling
round at a dizzy speed when his car
suddenly skidded at a corner
throwing the driver to his death.

The car crashed in the track of
five following cars, all of which
collided, the wreckage piling up.
Fortunately, the other drivers es-
caped with minor hurts.

The fatality accompanied by the
disaster to the other cars caused
the race to be stopped.—Reuter's
American Service.

NANKING MISSION PROPERTY.

TROOPS EVACUATE
U.S. BUILDINGS.

SLOGANS PLASTERED OVER
THE WALLS.

OTHER MISSIONS HELD.

Shanghai, Oct. 8.
News was received here on
Sunday that the American Church
Mission property in Nanking had
at last been evacuated by the
Kuomintang District Headquarters,
after having been occupied
since March, 1927.

This means that the last of this
mission's property, which has
been occupied by the Nationalists
has been set free, though much of
the property has been left in such
a condition that it has been im-
possible for the mission to resume
occupation themselves.

Other missions, however, not
ably the American Presbyterian
Mission (south) in Tsingkiangpu,
are still suffering. Mission prop-
erty in Chuchow, Huai, and
Yencheng is still held by soldiers.

Whim of the Military.

The American Presbyterian Mis-
sion (south) premises in Tsing-
kiangpu have just been re-
occupied after having been
evacuated in compliance with the
order issued by the Government.

Those in touch with the situa-
tion believe that other mission prop-
erties at present evacuated will
be reoccupied just as soon as the
military whim convenient. An
attempt by them to take over the
American Church Mission Nanking
in Yangchow was made re-
cently, an officer marching his men
into the school compound and only
withdrawing after long persuasion.

He insisted, however, in drilling
his men in the compound, but in
time agreed to stop doing this and
leave the compound entirely alone.

The return of St. Paul's Church
and the other American Church
Mission property in Nanking is a
result of negotiations which have
been in progress for a long time.
On the Chinese side a Mr. Samuel
Shen, appointed by Dr. C. T. Wang,
the Foreign Minister, has been
working to get the premises re-
turned to their rightful owners.

How the Church was Used.

The church itself has been
occupied as the District Kuomint-
ang's meeting hall, the church
being used as a place for com-
mittee meetings, tables having
been placed along the walls.

Dr. Sun Yat-sen's picture has
occupied the place just above the
altar, and Kuomintang slogans
and extracts from the "San Min
Chu I" have been plastered over
the walls. Some of these slogans
have been painted in the interior,
while the outside of the building
has been painted blue with more
slogans written in large white
characters.

The lower part of the church
has been used as a sort of dining
hall, a large amount of the church
furniture having been removed in
order to give more space.

In the church compound two
buildings which were originally
chapels, but which have been used
as boys' schools for some time,
were taken by the Headquarters as
the committee's offices. A re-
sidence, formerly that of a for-
eigner, has been the home of the
secretaries and their young girl
stenographer.—N. C. Daily News.

ADVENTUROUS AIR TOUR PLANNED.

CHAMBERLIN'S HURRIED
LOOK AT EUROPE.

Cherbourg, Oct. 12.
On the arrival of the Atlantic
liner Leviathan, Mr. Clarence
Chamberlin, the famous American
airman, who recently flew from
New York to Germany non-stop,
accompanied by his wife and a
crew of four, took off in an amphi-
bian plane from the roadstead and
landed at Le Bourget.

Chamberlin proposes to visit
Paris, Berlin and London, after
which he will fly out into the
Atlantic and be picked up by the
Leviathan on the return journey.
—Reuter.

Bulls and Inners

From the Office Butts.

Everybody agrees that it's hard
to beat the Tattoo.

With the growing popularity
of motor-cars, the pedestrian
appears to be on his last legs.

The wise burglar gets while the
goods are going and waits till the
going's good.

"Enquirer":—Yes, they played
cricket in the Middle Ages. That
was when knights were bowled.

What's wrong with Peak Trams?
No Buyers!

MacWhirter, he says he's will-
ing to give expert evidence in the
Bombay Train, missed an oppor-
tunity when a man was ill in a
Manila train.

The Mayor of Taipei, after suc-
cessfully raising a steamer near
Bangkok, proposes in the near
future to devote his spare time to
mental and moral uplift work in
his district. Otherwise crime at
Taipei is normal.

Many who went to the Races
hoping for a lakh came back with
a lack. Alack!

From the
letters published
on piracy
matters, it
appears that
the public is
tired of this
'nanking about.

You don't
need to be a
swimmer to get
your leg pulled
by a shark.

A couple
living in Serbia
have been
married 89
years. Eleven
more, and it'll
be smooth sail-
ing.

"We have had luck. We
have just gone bankrupt with
our latest venture—a beauty
parlour."

"Jack":—We agree that the
Duke of Gordon had an arresting
personality. But then so has our
C.S.P.

"Papa":—Call her "Marigold."
It may bring her luck.

It is hoped the hand grenade
found at the Tattoo will not be
sent back to the Headquarters
C.O.D.—Crash on Delivery.

"Mary":—Your attempt at a
sponserism missed fire. Here's a
better one. A man by way of
finishing a jovial argument in-
tended to say—"I'll sue you for
damages." Instead he said "I'll
dam you for sewage."

Three Italian military police are
reported to have got into trouble
by crossing the Austrian frontier
without permits in order to visit
the inn at Gurgl. One can under-
stand the fatal attraction of a
place with a name like that.

MacWhirter boasted about
having a hole in one the other day.
From subsequent enquiries it
proved to be in a sock!

A pessimist is a man who has
lived with an optimist.

A sub-title from current film:—
"Your mind would be gone, but
it's too weak to travel."

If music is the language of love,
the bass drummer must hate
everybody.

Cheung Chau notes:—During
the water shortage, many snakes
have been seen.

An antique bedstead with
uniquely decorated posts has re-
cently been sold in Hongkong.
It is not true that American ex-
perts have ascribed it to the
Wrigley period.

News! "The only sign of life in
the town was the smoke rising
from the crematorium."

The A.D.C. Producer writes:
"When we want to know where
to get a couple of Lions for the
"Sign of the Cross" we'll write
recently returned old resident,
and ask you. Meanwhile, if you
readers want to know where they
can get a couple of seals for "The
Sport of Kings"—ask us!"

By securing the support of
Lindbergh, Governor Smith is cer-
tainly getting the highest-class
votes.

One thing, the Shanghai postal
employees didn't enforce their de-
mands to the last letter.

Commander Byrd is taking a
ukulele player with him to the
South Pole. We have hopes that
he will leave him there.

Opinions about some of our
roads are too often only rough
estimates.

The local newspaper which em-
ployed the headline "Bomb in a
train" missed an opportunity when
a man was ill in a Manila train.

Great words of little wives:—
"No, Fred, it must have been the
boy who used your razor last
time."

The mill girl who is being sent
to Shanghai denies she is going to
teach the Chinese spinning. You
can't teach the Chinese to spin
anything—let alone yarns.

Coffins can be
bought for 20
francs in Paris.
Trying to catch
a little tourist
trade from
Scotland?

This appeal
for more mem-
bers seems to
show that the
"Phil" needs a
fillip.

We note that
in one report
of the Tattoo,
Britannia
carried a fork.
Certainly a nice
point to spoon
with.

Heading in a contemporary:—
"German Shipping Lines Prosper-
ity." Evidently another sub-
editor with a cold.

"Henry Ford Tells Belief in
Supernatural Forces," says a
headline. He doesn't need to tell
us that; we still see some of the
old Model T's running around.

Next to unsplinterable window
screens will have to come rubber
trees.

Last week's record breaker
should have been called the Ace of
Pai-de.

A local jockey is cast in the role
of a bookmaker in the forthcoming
"Sport of Kings." What's the
odds.

Ace of Spades may be good, but
it cannot beat some of the Clubs.

"Big Braze at a Penitentiary,"
says a local newspaper heading.
Hee-haw!

Too much talking makes
people thin," says a doctor.
Judging by Budget Day, some of
our Unofficials are pretty safe,
anyhow.

These motor headlights provide
a glaring example of danger.

With Hongkong still waiting
for good times, the Philharmonic
Society hopes to give us "Pat-
ience."

"Woman Takes 225 Aspirins,"
says the D.P. Aspirin to trouble.

The successful career of a New
York newspaper man, who start-
ed business forty years ago with
a capital of \$2.40 is recorded. He
still has the \$2.40.

A lowbrow is a person who re-
fuses to be bored if there is a
door handy.

Hongkong bullion brokers, un-
like ordinary people, do not al-
ways act at first-rate advice.

"Kowloon becomes more like
the London every day," remarked a
recently returned old resident,
and ask you. Meanwhile, if you
readers want to know where they
can get a couple of seals for "The
Sport of Kings"—ask us!"

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OL' MAN RIVER....Fox-Trot.

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NEW CHARGES AGAINST YEO.

ALLEGED FALSIFICATION OF ACCOUNTS.

Falsification of the Treasury's books and forgery of the signature of Mr. L. A. Barton, a cashier at the Hongkong Treasury, were alleged against Carvalho Yeo, when he was brought before Mr. R. E. Lindsell in the afternoon. It was contended by the prosecution that during the year 1927, Yeo obtained \$15,329.95 from the Treasury against the water rates. The prosecution, as in the major case, was in the hands of Mr. T. M. Hazlerigg, Mr. C. A. S. Russ representing the defendant. In outlining the facts of the case, Mr. Hazlerigg said: "The charges with which we are about to deal this afternoon arise out of the prisoner's performance of his duties as a special class clerk in charge of the collection books for the Hongkong Water Account of the Treasury. It will be necessary for me, before producing any evidence, to enter into a rather lengthy explanation of the Treasury's procedure in regard to the water account from the time when the Water Authority makes out the account until the time when the consumer obtains his receipt."

Mr. Hazlerigg then proceeded to explain that at the end of each quarter, the Water Authority prepared each consumer's account from the figures returned by the meter reader. These accounts were sent direct to consumers and a schedule containing particulars of the accounts was forwarded to the Colonial Treasury. Each district had its own particular schedule.

The System.

On receipt of these schedules at the Treasury, they are handed to the clerk in charge of the collection books for the Hongkong Water Rate Accounts. It is the duty of the clerk to enter the particulars shown on the schedules into a book styled the Revenue File for Water. In the latter file are entered the first and last numbers of the bills covered by any schedule, as well as the aggregate amount covered by the schedule in question and particulars of the accounts.

The Revenue File at the material period is kept on the loose leaf system and the collection book clerk, said Mr. Hazlerigg, has a supply of the loose leaves from which he compiles the file. The Water Authority having compiled his account and sent his schedules to the Treasury, everything becomes ready for receipt of the money at the Treasury. Consumers invariably bring with them their accounts, which they hand across the counter at the Treasury to the shroff, accompanied by money in payment of them.

The shroff, on receiving money, makes a rough entry of it and passes the Water Authority's bill to the collection book clerk, who sits nearby. The clerk's duty is to note the individual account covered by the bill and to see that it is covered by the relevant schedule. Having done that, he chops the schedule in the corresponding entry with a date chop to show when the particular account is paid.

A Carbon Copy.

The collection book clerk also has charge of the receipt book relating to matters dealt with in the collection book. There is no counterfoil on the receipt book, the system adopted being to issue a receipt and keep a record by means of a carbon copy. At the relevant time, it was customary to make out the receipts in indelible pencils. Each receipt, together with its duplicate, had the same audit number.

Having made out the receipt, the clerk tears off the original, which he hands to the shroff. The latter chops it with his own chop to show that the money covered by the receipt has been received. The receipt, the carbon

copy, and the collection book, after it had been duly entered, are then placed before the cashier at the Treasury, whose duty it is to check the number of the account which appeared on the receipt, and the amount of the receipt. Having done that, he signs the original and initials the collection book as well as the duplicate receipt.

Mr. Hazlerigg added that if a single item was placed before the cashier at one time, the latter would initial that item as described. If a number of receipts were placed before him at one time, the cashier would only initial the last receipt and, after bracketing off the amounts in the collection book, affix one initial against several items.

The next step is to hand the receipt, duplicate and collection book back to the clerk. The original goes to the consumer. At the end of each month the collection book clerk has one further duty and that is that he must call his total and carry the account into the Revenue File. The file would therefore show the total amount collected against water accounts during the month.

Defendant's Task.

The defendant, said Mr. Hazlerigg, was in charge of the water collection account book and it was his duty to perform the duties in connexion with the Revenue File, as described by Mr. Hazlerigg.

At the end of the financial year in 1927, the Treasury compared its account with the Water Authority. It was discovered that there had not been brought to account a sum of \$15,329.95. Investigations followed and it was found that 277 accounts, spread over the fourth quarter of 1926 and the first and second quarter of 1927, did not appear as having been paid into the Treasury's bank account. Further investigation showed that

the Revenue File had been falsified. Details of the falsification were then gone into.

Continuing, Mr. Hazlerigg said that in the course of the investigation a number of people were called on to produce their receipts for such amounts, as could not be brought to account. It was in connexion with one of these that the charge of forgery had been framed.

The case in question was that of the Cheung Chau Ferry Company. This firm was called upon to produce their receipt for \$562.50 in respect of an account. The receipt on being produced was found to be the original of a duplicate which only showed the sum of \$1.50 as having been received by someone of the name of Kwong Ming-sing. The alterations on the original had been in the amount, the consumer's name and the account number.

At this stage Mr. Lindsell observed that he thought the accounts were made with indelible pencils. Mr. Hazlerigg said that it would appear that indelible pencil could be erased unless it had been damped before use.

A Complicated Business.

As a result of the alterations, said Mr. Hazlerigg, the consumer received what seemed to be a perfectly genuine receipt, to all appearance signed by Mr. Barton, the cashier. The duplicate, of course, disclosed what had happened. Mr. Hazlerigg said that he was only putting up one charge. In most cases, the receipts had originally stood for small amounts but had been variously altered to sums ranging from \$50 to \$1,500.

In connexion with the receipt issued to the Cheung Chau Ferry Company, Mr. Hazlerigg remarked that at the back of the bill, there appeared, in what seemed to be the defendant's handwriting, particulars of the account for

(Continued on Page 13.)

Just Unpacked. — Newest Styles. — WHITE AND COLOURED FELT HATS.



WE have just received another excellent selection of the very latest in dainty Felt and Velour Hats.

PRICES MOST MODERATE.

See Our—
 HAND—BAGS
 BEAUTIFUL FLOWERS
 WEDDING VEILS.

ELITE STYLES AIM
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 THE VERY LATEST
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THE most popular styles of
 Girdles and Brassieres to-day,
 are the famous "Boysform" of
 which we have received new stocks.

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PRICES FROM \$5.25 to \$15.00

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Japanese Shoe Expert.
 FORTIFICE SHELL BOXES AND
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 Hongkong Hotel Building,
 Queen's Road Central

A BROKEN DOWN SYSTEM.
 This is a condition for disease to which doctors give many names, but which few of them really understand. It is simply weakness—break down, as it were, of the vital forces that sustain the system. No matter what may be the cause (they are almost numberless) its symptoms are much the same: the more prominent being deep depression, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential in all such cases is increased vitality—vigour, vital strength and energy to drive off these morbid feelings, and as might succeed the day this may be more certainly secured by a course of **THE NEW FERRON REMEDY.**

THERAPION No. 3
 This is a condition for disease to which doctors give many names, but which few of them really understand. It is simply weakness—break down, as it were, of the vital forces that sustain the system. No matter what may be the cause (they are almost numberless) its symptoms are much the same: the more prominent being deep depression, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential in all such cases is increased vitality—vigour, vital strength and energy to drive off these morbid feelings, and as might succeed the day this may be more certainly secured by a course of **THE NEW FERRON REMEDY.**

(Continued on Page 13.)

The MORRISON PIANO.

STANDS ALONG
 FOR PLEASURE
 PLAYING AND
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and will fulfil these requirements because it is built for those purposes. Guaranteed for TEN YEARS.

CASH OR EASY PAYMENTS
 ARRANGED.

TSANG FOOK PIANO CO.,
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EXPERT MASSEUR.
 Cures Rheumatism, Nervousness and all kinds of chronic ailments.

Madame H. MORITA.
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SALESMAN SAM

No, No, Bertha

By Small

Heat or cold —
 they need "SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.

SALESMAN SAM NOW HAS A TEMPORARY JOB WITH CRULLER'S ONE-RING CIRCUS, WHICH HE WILL HOLD UNTIL HE'S EARNED ENOUGH JACK TO PAY FOR THE HAY BONBON ATE OFF OF THE CIRCUS TRAIN.

NOW, BE A GOOD GIRLIE, BERTHA — THIS GENT'S GONNA GIVE YA YOUR MORNING BATH =

THIS WASH CLOTH TH' GIRL UP IN TH' LADIES' DRESSIN' TENT GAUVE ME AIN'T SO DERN BIG, BUT MEBBE I CAN MAKE IT DO =

SAY! WHO TH' HECK'S GIVIN' THIS BATH — YOU OR ME?

"Magnet"**SURFACE WIRING SYSTEMS**

STAND FOR

SAFETY. SIMPLICITY. ECONOMY.

That there are two types of Surface Wiring is common knowledge, but the two best systems to instal for such requirements, may not be generally known.

1. The "MAGNET" Metal sheathed system using wire covered with pure lead, (not an alloy). All fittings bonded to the lead sheath and earthed.
2. The "MAGNET" C.T.S. system using wire covered with hard rubber, and bakelite accessories, forming an all insulated system.

The above constitute the two outstanding systems for surface wiring. They comply with all the regulations, including those of the Fire Insurance Offices.

ALL BRITISH**INSPECTOR RETIRES.****FAREWELL DINNER TO MR. SPEAR LAST NIGHT.**

Inspector W. Spear, who is leaving the Colony on retirement today by the s.s. Morea was the guest at a dinner last night, given by his colleagues in the Police Force at the King Edward Hotel. Chief Inspector Peter Grant presided over a large and jovial attendance including representatives from the Police Force and detective departments, the P.W.D. and King's Own Scottish Borderers.

After dinner, Inspector Spear was presented with an 18 carat gold Hunter watch, with a gold and platinum chain, and a toilet set in a case, by Chief Inspector Grant, on behalf of the Police.

When the guests were all seated Inspector Spear was piped to his seat by Pipe Major Mackie.

After dinner, in making the presentation, the chairman said they had gathered to bid goodbye to an old and trusted friend. It was not necessary for him to sing the praises of Inspector Spear as they all knew him. He was a man of few words (applause). They were pleased to see that Inspector Spear was leaving them in the best of health and not on account of ill-health. "We also hope that when he arrives Home he will qualify for the 12 per cent. (Laughter and Applause).

Continuing, Mr. Grant said that he must thank the artists. They had with them several friends from the King's Own Scottish Borderers who had rendered some very nice items and he expressed the hope that that would not be the last occasion on which they would join the Hongkong Police in sending some of their friends away. (Applause).

In handing the gifts to Inspector Spear, Mr. Grant said he hoped that Mr. Spear would live long to use them. It was only a small token but he knew that their best wishes went with him.

The presentation was made to the strains of "For He's a Jolly Good Fellow."

"Rolling Vagabond."

Replying, Inspector Spear said he was sorry he could not do what his predecessors had done, which was to invite any of them visiting the old country to call on him, as he had "No fixed abode." (Laughter). He was going to be a "rolling vagabond" (Laughter), and if they wanted an interpretation of that they could ask Mr. Payne. (More laughter).

Mr. Spear continued that he had tried to play the game and be one of the boys and he thought he had succeeded. (Heard hear). He thanked them one and all for the beautiful presents. Every time he looked at them he would remember days gone by and he would not forget the old Sui Kwai (Water Police Station). (Laughter).

A great deal of amusement was caused when Inspector J. Moss pinned a "Star of Honour" on the lapel of Inspector Spear's coat. This was a big star, made of tin awarded for "Valour." Amid much laughter Inspector Spear remarked that he would have been disappointed to have gone away without the star.

Many varied selections were contributed by Pipe Major Mackie, Sgt. Potts, Sgt. Watts, Sgt. Ogden, King's Own Scottish Borderers, Sub-Inspector A. J. W. Darling, Sgt. Dyer, Sgt. Hudson, Sgt. Kirby, Inspector J. Moss and Sgt. Condon, of the Police.

A Fine Record.

Inspector W. Spear has completed 22 years' service with the Hongkong Police Force. During the period he has been in the Colony his genial disposition has won for him many friends, both in the Force and outside, whose best wishes will go with him in his well-earned retirement.

Originally a member of the Metropolitan Police, Inspector Spear, who is a native of Sheffield, Yorkshire, joined the Hongkong Police on March 28, 1907, as a constable. He was appointed lance Sergeant on August 1, 1913, and Sergeant on December 20, six years later. He attained the rank of Sub-Inspector on April 27, 1920, and earned his present rank of Inspector on December 25, 1924.

Inspector Spear was in charge at Tai Po in 1914 when war broke out, and in the three following years he was in charge of the Shamshuipo district. From 1917 until 1919 he was in charge of Tai O, during which tenure he was commended by the Captain Superintendent of Police. Inspector Spear was prosecuting officer in charge of the land police at Tsimshatui before going Home at leave in 1920. He returned to this position but shortly afterwards he became acting Divisional Inspector at the Central Police Station.

Recently he has again been in charge of the land police at the Water Police Station. For this efficient manner in which Inspector Spear handled a murder case at Tai O, when

New Goods at Powell's**Ties**

We are pleased to call the attention of discriminating men to our display of Gentlemen's Neck-Ties. There is a vast assortment of Foulards, Macclesfield Silks, Stripes, and Macclesfield Silks, at prices ranging from \$2.00

Shirts

The "Atlas" Shirts for day wear are renowned for their quality and exceptionally large range of designs—which are guaranteed fast to sun and washing. Two collars to match. \$6.50

Robes

Our range of Dressing Gowns in exquisite, yet subdued colourings, made by such well-known makers as Jaeger, Morley, etc. We also made to order. Prices from \$22.50

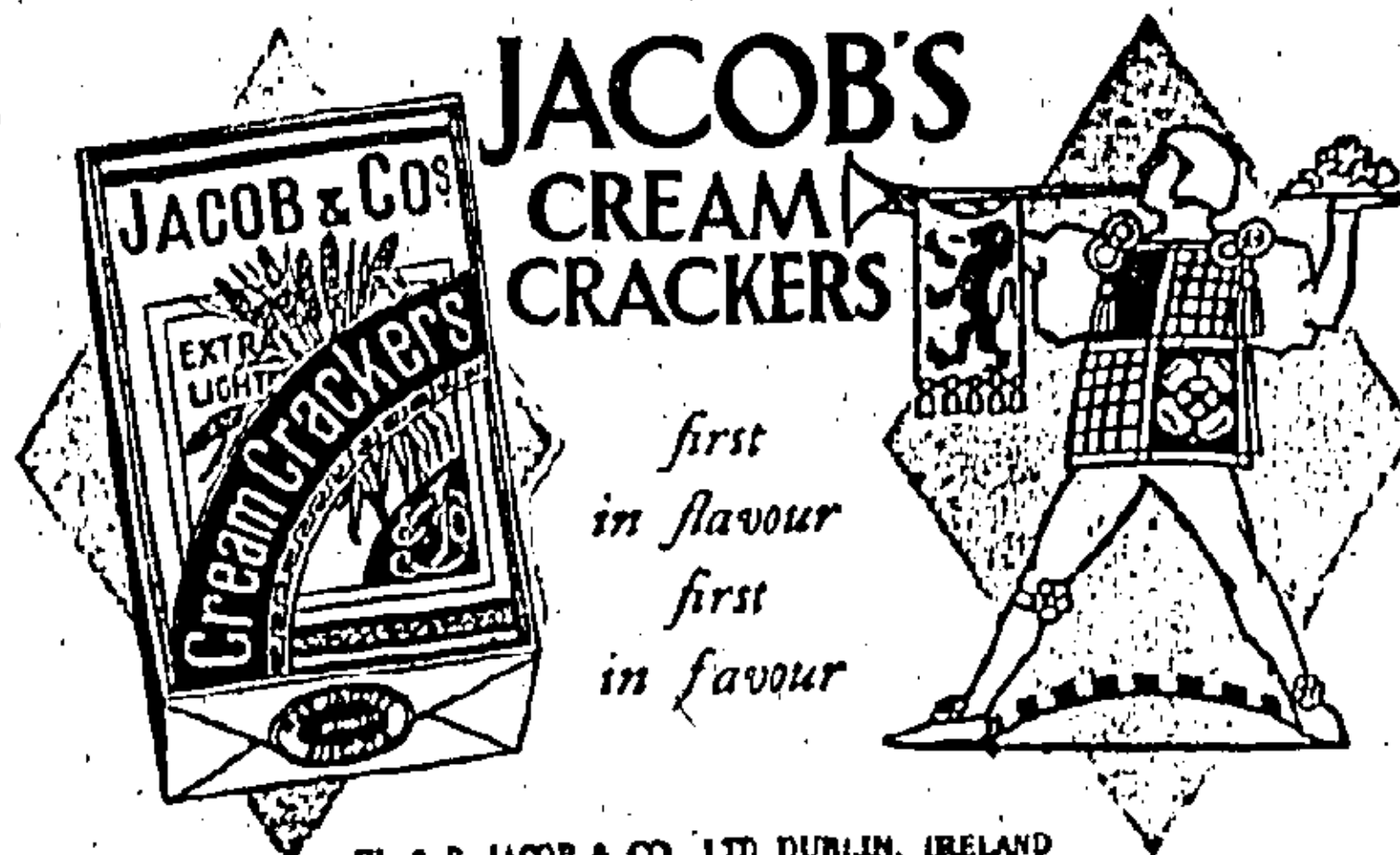
Pyjamas

Generously cut in every wanted size or made to your individual measures from "Vivella," Silk, Tulle, and many other cloths at prices from \$7.50

Another

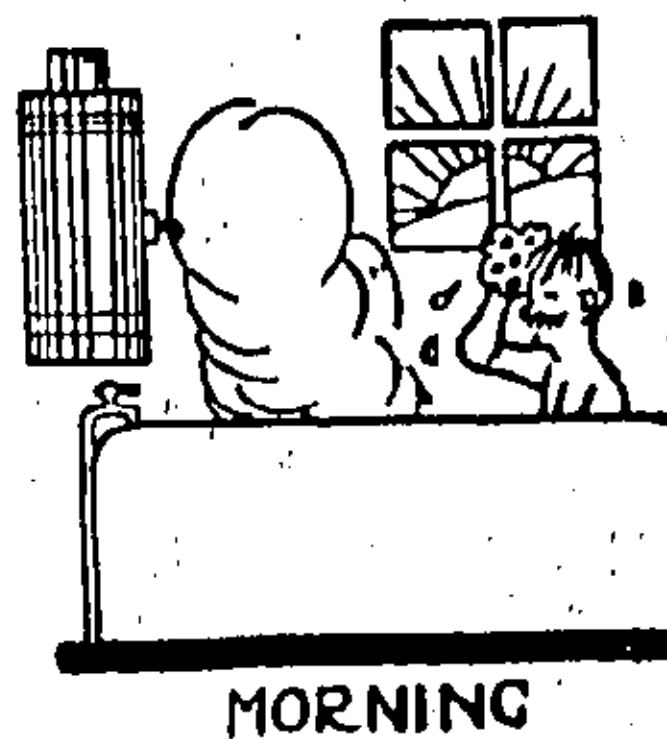
Powell's Speciality:—

Glyn & Co's Hats & Caps, in many Styles.

Inspection Invited at**Wm. POWELL Ltd.****SPECIALISTS IN GENTLEMEN'S WEAR.****10, Ice House Street.**

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in flavour
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in favour

W. & R. JACOB & CO., LTD., DUBLIN, IRELAND

HOT WATER**ALWAYS****AVAILABLE****MORNING****NOON****OR NIGHT**

IF
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A**GAS GEYSER****Hongkong & China Gas Co., Ltd.****E. HING & CO.**

SHIPBUILDING MATERIALS, SHIP CHANDLERS
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TEL Central 25

CONSERVATIVES WIN.**TAVISTOCK BY-ELECTION RESULT.**

London, Oct. 12.
The result of the Tavistock by-election owing to the death of Major P. P. Kenyon-Slaney is as follows:

Brigadier-General W. D. Wright (Conservative) 10,745.
Lieut.-Commander R. T. Fletcher (Liberal) 10,572.

Mr. R. Davies (Labour) 2,449.
Brigadier General Wright is the proud possessor of the Victoria Cross.—Reuter.

[Unusual interest was manifested in the by-election which was caused by the untimely death of Major P. P. Kenyon-Slaney, a Conservative, who was returned in the 1924 election, securing 12,058 votes against 10,786 for Mr. M. R. Thornton, the Liberal candidate in a straight fight.

The contest was intensified by the appearance of a Labour candidate for the first time, and the campaign has been waged with ever-increasing vigour by all parties for the past three weeks.

The constituency is very widespread embracing both the rural districts of Dartmoor and the industrial northern outskirts of Plymouth.]

GIRL GOLF CHAMPION CREATES RECORD.**TITLE TWICE WON IN TWO SUCCESSIVE YEARS.**

Miss Diana Fishwick, a fair, blue-eyed girl from Broadstairs, is again the girl golf champion of Great Britain.

In the final of the championship at Stoke Poges, near Slough, recently, she defeated Miss Marion Jolly, of West Runton, by three up and two to play, thereby retaining the title which she won over the same course last year.

Miss Fishwick has created a record in the event, for no other girl has twice won the title since the institution of the championship in 1919.

The champion has won many open events in senior golf when competing against men golfers.

Cheng Lo and Tai Pak-peng were sentenced to death at the Criminal Sessions on November 12, 1919, he was commended by the Captain Superintendent of Police.

ARTS & CRAFTS**FURNISHING SHOWROOMS**

(Opposite the Racecourse)

SHANGHAI.

Remind you of the High-class Furnishing houses in London, New York and Paris where you may inspect the most modern styles or faithful reproductions of English American or French Periods as shown by their Exhibition of

**FURNITURE
FABRICS
CARPETS**

Decorative Plaster
and metal work,
stained and
leaded glass.



Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:

235, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 427

BOARD RESIDENCE.

FAMILY HOTEL—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

PREMISES TO LET.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 164, Praya East. Phone C.547.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation, Rheumatism, Dropsy, Typhoid Fever, Nervousness, and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 5009.

"THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed FLATS

Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to—

CREDIT FONCIER D'EXTREME-ORIENT, 4TH FLOOR, FRENCH BANK BUILDING.

MRS. SEKAI

MASSAGE

6, Wyndham Street, 1st floor, Hongkong.

MRS. MOTONO

HAND & ELECTRIC MASSAGE

No. 31B, Top Floor, Wyndham St. Hongkong.

The GARDEN OF ALLAH

REX INGRAM'S masterpiece of masterpieces

QUEEN'S WEDNESDAY TO SATURDAY.

New Advertisements.

IN THE MATTER OF THE COMPANIES ORDINANCES, 1911-1925.

AND OF

THE MACAO AERIAL TRANSPORT COMPANY LIMITED.

(ON VOLUNTARY LIQUIDATION.)

NOTICE IS HEREBY GIVEN that a General Meeting of the above-named Company will be held at the Office of Messrs. Lowe, Bingham and Matthews, Chartered Bank Building, 3, Queen's Road, Central, Victoria, Hongkong, on Saturday, the 17th day of November, 1928, at 12.30 p.m., precisely for the purpose of having the account of the Liquidators, showing the manner in which the winding up has been conducted and the property of the Company disposed of, laid before such meeting, and of hearing any explanation that may be given by the Liquidators, and to pass the following Extraordinary Resolution, viz:—

"That the Books, Accounts and Documents of the Company, and of the Liquidators thereof be retained by the Liquidators, they undertaking to destroy the same at the expiration of five years from the dissolution of the Company."

JOHN FLEMING, C.A.,

A. RITCHIE, C.A.,

Liquidators.

Hongkong, 5th October, 1928.

THE GRAND TATTOO.

All persons and firms having claims on the Grand Tattoo, should forward their accounts not later than Thursday, 1st November, 1928, to:

Mr. JOHN H. HUNT,
Hon. General Secretary,
The Grand Tattoo,
Y.M.C.A., Kowloon.

NOTICE.

FANLING HUNT.

Subscribers are notified that the Annual Meeting will be held on Tuesday, October 16th, at 5.30 p.m. in the Board Room, Messrs. Jardine, Matheson & Co., Ltd. All those interested in hunting, stockbreeding, or point-to-points are invited to attend.

HONGKONG JOCKEY CLUB.

NOTICE.

The Half Yearly General Meeting of Members will be held in the Jockey Club Room, Hongkong Club Annex, on Friday, 26th October, 1928, at 5.15 p.m.

By Order

H. R. FORSYTH,
Acting Secretary.
Hongkong, 12th October, 1928.

HONGKONG REALTY & TRUST COMPANY, LIMITED.

AN INTERIM DIVIDEND of thirty cents per share, in respect of the year 1928, will be payable on MONDAY, the 29th OCTOBER, 1928, on which date Dividend Warrants may be obtained on application at the Company's Office, Exchange Building.

The Transfer Books of the Company will be closed from TUESDAY, the 23rd October, 1928, to SATURDAY, the 27th October, 1928, (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors,

C. F. V. RIBEIRO,

Acting Secretary.
Hongkong, 10th October, 1928.

The Hongkong Telegraph.

Our Canton and District Representatives and Distributing Agents are

SOUTH CHINA AGENCIES
Shameen—Canton

to whom all local enquiries should be addressed.

CHURCH NOTICES.

To-morrow the Nineteenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, October 14, 1928. Harvest Sunday, Nineteenth Sunday after Trinity. Choral Eucharist 8 a.m. Children's Service 10.15 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Rev. H. V. Koop. Evensong 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road, Sunday October 14th. Morning Service at 11 a.m. Preacher: the Rev. Frank Short. Followed by Communion Service. Evening Service at 6 p.m. Preacher, the Rev. F. P. W. Alexander, C.F. Welcome meeting to the Rev. F. C. Young and Mrs. Young, Wednesday, October 17th at 5 p.m.

Wesleyan Methodist Church, Queen's Road East, Sunday Services: Morning 10.15 a.m. Preacher Rev. E. A. Bastin. Evening 6 p.m. Preacher Rev. E. A. Bastin. Tuesday 8.30 p.m. A Study Class will be held at "Wesley" Venturia Road the residence of the Chaplain. Sailors and Soldiers Home Sunday 3 p.m. Men's Bible Class. 8.15 p.m. Service Men's Hour. Wednesday 8.15 p.m. Gospel Meeting for Service Men. Monday 3 p.m. A meeting of the Ladies Church Aid will be held.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Are Sin, Disease and Death real?" The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass. U.S.A.

S. D. A. Hall No. 7, Duddell Street, first floor, Sunday night, October 14th, at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "Divine Healing and how to find it." You are welcome.

St. Andrew's Church, Kowloon, Sunday, 14th, 19th after Trinity. 8.15 a.m. Holy Communion. 10.00 a.m. Children's Service. 11.00 a.m. Morning Prayer and Sermon, Scout Parade Service. Preacher Rev. W. T. Waldegrave, M.A., 2.45 p.m. Sunday Schools. 6.00 p.m. Evening Prayer and Sermon. Preacher, Rev. E. K. Quick, M.A., Wednesday 17th, 6.00 p.m. Evening Service and Address, Thursday 18th St. Luke's Day. Holy Communion, 7 a.m.

MACAO RACES

TENTH EXTRA RACE MEETING

Sunday, 14th October, 1928.

(Weather Permitting)

FIRST RACE AT 1.15 P.M.

Admission to Public Enclosure 40 cts.

Admission to Members' Enclosure \$2.00

Special Race Stagners with Special Fares

SUI AN' leaves on Sunday 8.00 a.m. returns 4.00 p.m.

TAI SHAN' leaves on Sunday 9.00 a.m. returns 5.30 p.m.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD.

Holders of the undrawn tickets in the MACAO CHAMPION SWEEPSTAKES

are requested to communicate with the International Race and Recreation Club of Macao, Ltd., MACAO.

Carlos de Mello Leitao, Chairman.
Board of Directors.
Macao, 29th Sept., 1928.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 15th October, 1928,

commencing at 11 a.m.

at their Sales Room, Duddell Street

5 Pieces Noll Yarn Cloth.

23 Sacks Flour.

7 Cases Canned Sardines.

10 Dozen Razors.

90 Tins Paint.

40 Tins Marine Glue.

1000 Electric Lamp Bulbs.

30 Switches.

7 Cases Eau de Cologne.

11 Filters.

and

A Quantity of Sundry Furniture.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 16th October, 1928,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street

A Valuable Collection of Curios

comprising:—

Porcelain and Bronze Ware,

Jade, Agate, Amber and Crystal

Ornaments, Embroideries, Hand

Paintings, Lacquer and Black-

wood Furniture, etc., etc.

Catalogues will be issued.

One View from Monday, the

15th October, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

POST OFFICE NOTICE

RADIO NOTICES.

Radio Telegraph Services are now in operation as follows: Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwong Chow, Wai, Port Bayard, Amoy, Fuchow and Wuchow etc.

Telegraphic Address—Yankee and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

A direct service to Yunnan Province has been opened 20th April 1928. The inclusive charge will be 60 cents per word, no charge will be collected from the addressee in Yunnan.

Commencing 12th June the radio telegraphic rate between Hong Kong and Canton is reduced to 20 cents (Hongkong currency) per word. No charges will be payable by addressee at either end.

The public are particularly warned against the practice of sending coin through the post in letters. The practice besides involving risk of loss is directly in contravention of the Post Office Ordinance and the P.M.G. may be compelled to take proceedings under that Ordinance.

The Money Order Office has been removed to the Public Hall on the ground floor of the G.P.O.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

The afternoon mail service to Macao has been resumed.

Radio Service. Currency Revision. Reduced rates to Europe, U.S.A., Canada, etc. due to currency revision will come into force on October 1st. Full details on application at the Radio Office, Post Office Building.

Radio office. REMOVAL. Notice is given that the Radio office is now situated at the ground floor of the P. & O. Building next to the G. P. O. fronting Des Voeux Road.

INWARD MAILS.

From Per Due

Straits Kidderpore October 13.

Shanghai and Swatow Sinking October 13.

Australia and Manila Anurua October 14.

Parcel Mail from London via Straits (London 30th Aug.) Oania October 15.

Manila President Madison October 15.

Straits Juypro October 15.

U.S.A., Canada, Japan and Shanghai Emp. of Russia October 16.

Straits and London (Parcels London 13th Sept.) Karmala October 19.

U.S.A., Honolulu, Japan and Shanghai President Folk October 20.

OUTWARD MAILS.

For Per Date and Time.

Haiphong Tonkin Sat., Oct. 13, 1.30 p.m.

Shanghai Japan and Europe via Siberia Vinaline Sat., Oct. 13, 2.30 p.m.

Formosa Kidderpore Sat., Oct. 13, 2.30 p.m.

Manila Pres. Pierce Sat., Oct. 13, 4.30 p.m.

Port Bayard Hoihow and Haiphong Song Bo Sat., Oct. 13, 5 p.m.

Amoy and Japan Takliwa Sat., Oct. 13, 5 p.m.

Saigon Lyceomoon Sat., Oct. 13, 5 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa and Parcels for Germany via Hamburg Schlesien Sat., Oct. 13, 6 p.m.

Bangkok via Swatow Kwangchow Sun., Oct. 14, 9 a.m.

Formosa via Swatow and Amoy Kahu Haru Sun., Oct. 14, 9 a.m.

Shanghai Kanchow Sun., Oct. 14, 9 a.m.

Swatow, Amoy and Fuchow Hai Ching Sun., Oct. 14, 9 a.m.

Swatow Hydranga Mon., Oct. 15, 2.30 p.m.

Japan, Canada, United States of America, Central and South America and Europe via Victoria B.C. President Madison Mon., Oct. 15, 3 p.m.

Registration 4.15 p.m.

Letters 4.15 p.m.

(Due Victoria B.C. 5th November)

Shanghai and Europe via Siberia President Madison Mon., Oct. 15, 6 p.m.

Manila, Australia and New Zealand Parcels Oct. 15, 5 p.m.

via Thursday Island Changte Tues., Oct. 16, 10.30 a.m.

Registration 9.45 a.m.

Letters 10.30 a.m.

(Due Thursday Island 27th October)

Swatow, Amoy and Fuchow Hai Ning Tues., Oct. 16, 2 p.m.

Straits, Egypt and Europe via Marseilles Catehas Tues., Oct. 16, 1 p.m.

Registration 1 p.m.

Letters 1 p.m.

G. P. O.

Registration 1.45 p.m.

Letters 2.20 p.m.

(Due Marseilles 16th November)

Amoy Sinking Tues., Oct. 16, 4.30 p.m.

Manila Emp. of Russia Tues., Oct. 16, 6 p.m.

Swatow Fuchow Tues., Oct. 16, 6 p.m.

Cebu Agapenor Wed., Oct. 17, 2.30 p.m.

Shanghai Yunnan Wed., Oct. 17, 4.30 p.m.

Swatow Lnan Thurs., Oct. 18, 12.30 p.m.

*Correspondence bearing vessel's name only.

MAILS RIFLED.

POST OFFICE LAUNCH CREW CHARGED.

The case in which certain of the crew of the No. 1 Post Office launch are charged with being concerned in an attempt to rob the mails, was continued before Major C. Willson at the Central Police Court yesterday afternoon.

Originally five men appeared in the dock as being implicated in a conspiracy, but of these three were since released on the charges against them being withdrawn. Of the two remaining men whose trial is now being proceeded with, Kwok Yin (defended by Mr. A. E. Hall) is charged with opening a sealed mail bag, and the other is charged with aiding and abetting.

Mr. L. J. Castilho, officer in charge of the launch on which the attempt is said to have been proceeding, said that the craft was proceeding on the afternoon of September 27 last, to two vessels in the harbour to deliver mails for Haiphong and Saigon. It had transferred the mails aboard the Clara Jebson and was on the way to deliver another lot on board the a.s. Limchow, when his suspicions were aroused by the peculiar action of the second defendant who was one of the personnel of the launch.

In the cabin below, witness saw two men lying up a bag, one of them being the first defendant. Witness opened the bag, to discover a quilt and some stones within. He suspected that these had been put into the bag in substitution for mail packages that had been abstracted. Looking around, he came upon four parcels covered over with a tarpaulin. He returned these to the bag and took the quilt and stones on deck.

By this time, the launch had gone alongside the Limchow, and going down below to get the mails, he found that the quilt and stones had been thrown overboard. He succeeded after some effort in retrieving the quilt.

On the return of the launch to Blanke Pier after the mails had been delivered aboard the Limchow, witness reported the matter to the Assistant Superintendent of Mails, Mr. F. H. Holdman.

Placed Under Arrest.

Mr. Holdman, who was the next witness called, said that on a report being made to him by the previous witness that an attempt had been made to rob the mails, he went down to the launch to investigate, accompanied by the detective attached to the General Post Office. He found two bags on the deck away from the others, and they appeared to have been tampered with, as they were open, and leaden seals and strings were dangling loosely from the mouths of the bags.

He was informed by Mr. Castilho of what had been seen and noted by that official, and under his instructions, the two defendants and others of the crew were put under arrest.

Replying to the Court, witness said that all mail bags were checked and examined to ascertain that the leaden seals were in position before being sent aboard the ships.

Mr. A. E. Hall for the defence, submitted that the whole case had a dubious aspect. The evidence was not clear and it had certainly not been proved from which of the bags the four parcels found by Mr. Castilho under the tarpaulin had been abstracted. It was also verified that nothing was missing from the two bags which the first defendant and another man was seen to be tying up.

His Worship adjourned the case to consider his decision.

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SALLY PHIPPS—NICK STUART

EARLE FOX—BRANDON HURST

Story by DAVID BUTLER and WILLIAM CROZIER. Produced by DAVID BUTLER.

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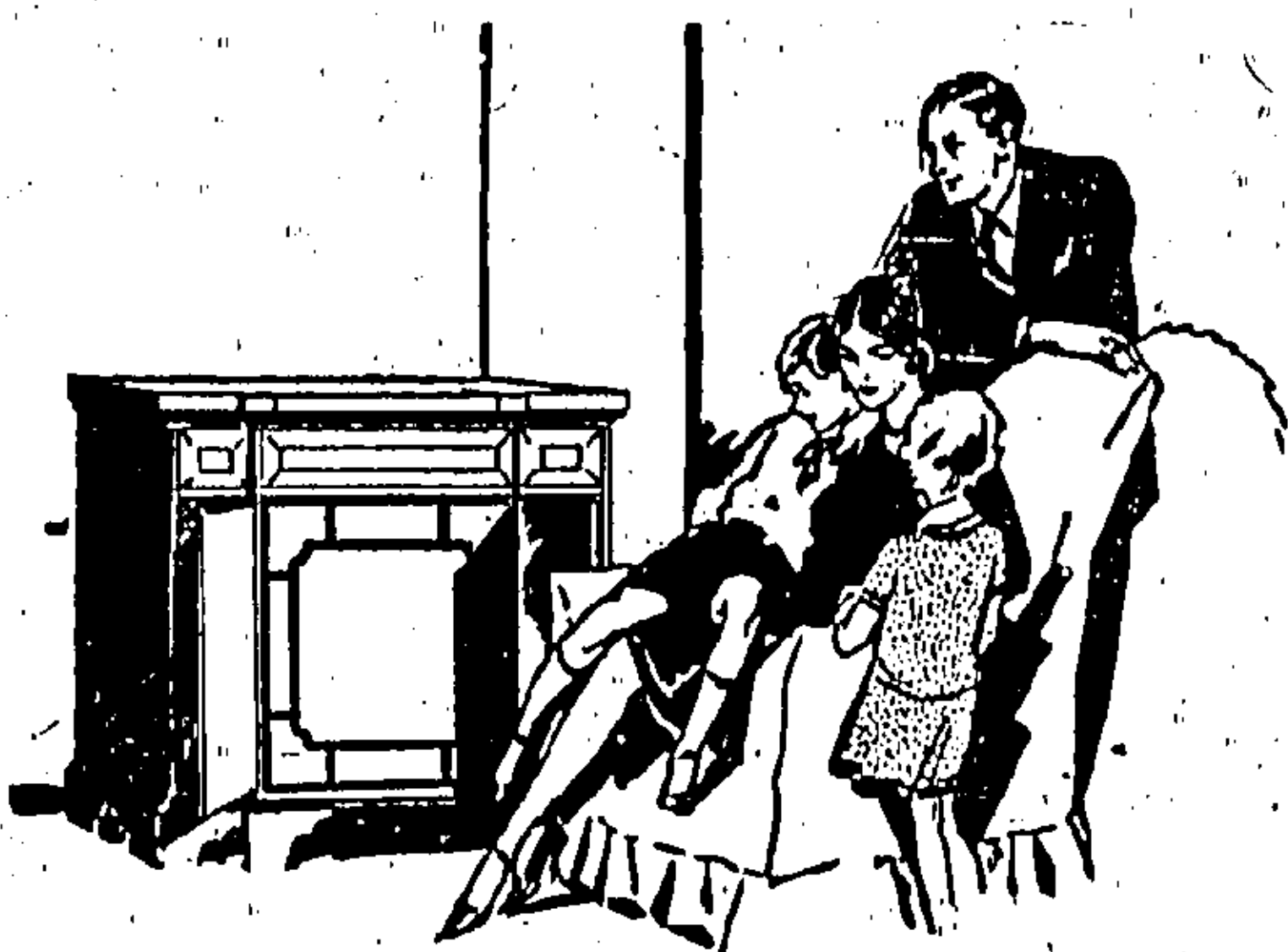
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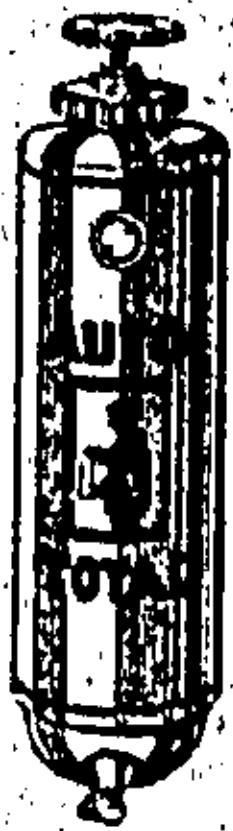
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THE MOST
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The
Hongkong Telegraph.

SATURDAY, OCTOBER 13, 1928.

THE COMING ELECTION

Of the resolutions passed by the Liberal Conference at Yarmouth probably the most interesting is that which declares that there will be no joining of hands with any other Party in the coming General Election. Labour leaders have spoken to the same effect recently, and there is every prospect that the battle will again be fought out on a triangular basis. There is some speculation as to whether the Liberals will contest every seat at the General Election, or only fight selected constituencies which offer a chance of victory. To follow the former course would mean tremendous expense to the Party, with the likelihood of results scarcely commensurate therewith; the other line of action may have the effect of shutting out many aspirants to Parliamentary careers and thus create some dissatisfaction in the ranks. Having decided to fight their own battles, however, the Liberals will obviously need to put a good many candidates in the field if they really aspire to paramountcy.

With the three main Parties each putting up their own nominees on a basis of no understanding or working arrangement with either of the others, what are the prospects for the coming election? By-elections are not always a safe guide for the prophet, but they often serve to give broad indications of the probabilities, to put it no higher. In the fifty contests which have taken place since the last General Election, we find that the Conservatives have suffered most. Thirty-five of the seats show no change in political complexion, and of the remainder, Labour has gained nine, the Liberals five and the Conservatives only one, this last-named having little electoral significance from the fact that it is a University seat. The total Conservative losses have been eleven. The mathematically-minded may feel inclined to work out the General Election prospects from these figures. If they do, they will probably come to the conclusion that the Conservatives are likely to lose something like a hundred seats, whilst Liberals and Labour will show a combined strength practically approximating the Conservative total. Making allowance for uncertainties in regard to some of the constituencies, it may even be that the Conservatives would find themselves in a slight minority when compared

with the aggregate strength of the other two Parties.

It may be of course, that political developments will occur between now and the appeal to the country of such a character as to set at naught the indications provided by the bye-elections. But there will need to be a very marked change in the situation to warrant the belief that the Conservatives will be able to stave off a considerable decline in Parliamentary strength. The continued increase in unemployment will, if it persists, have its due effect in this connexion. So far, all that the Baldwin Administration has done to offset it is to make a general appeal to employers and to arrange for some thousands of miners to emigrate to Canada. But that is not getting at the root of the problem. This issue and the tariff question will probably figure most in the campaign which precedes the General Election, and the Conservatives will need to be much more explicit and satisfactory on both if they hope to hold their own in the struggle.

The Motor Industry.

The remarkable advance of the British motor industry in recent years, its steady rise to prosperity against the most severe competition, has provided the main prop of political theorists who urge an all-embracing extension of the Safeguarding Act. The great Motor Show at Olympia, with its wonderful range of new models, better built and better equipped than ever before, luxuriously fitted, representing the continued effort of expert engineers and body-designers, is almost a complete answer ready to the hand of the other side. It is considered that the changes and improvements in motor engineering exhibited at this year's show are more numerous and more ingenious than at any other period in the past ten years, while it is justly claimed that Olympia contains a car within the reach of almost every purse. There is the highly efficient Baby Seven capable of seventy miles an hour, which in itself is a wonderful tribute to British workmanship, while there has appeared for the first time a British Straight Eight at a remarkably low price. British motor manufacturers undoubtedly are fully alive to the demands of the public, and are proving that mass production can be brought to satisfy the standards of ideal harmony as fully as individual craftsmanship. Lovers of beauty will find much to satisfy them along the hundreds of stands, particularly the new colour schemes, which, a special feature this year, are a concession to women's partiality for bright appearance. The flood of orders from all over the world is definite assurance of a magnificent success for the Show, at the same time demonstrating that the motor industry is not so entirely dependent on safeguarding as the Conservative rank and file would suggest. That the British product is full value for money, there can be no question, and it holds its ground place by sheer merit. Incidentally, car purchasers in Empire outposts may well bear in mind that on an average every British car sold keeps a British workman in employment for a year.

EXCHANGE RATES.

	London, Oct. 12.
Paris	124.20
New York	48.55/52
Brussels	34.00
Geneva	25.21
Amsterdam	12.10/4
Milan	92.50
Berlin	27.38
Stockholm	18.13
Copenhagen	18.19
Oslo	18.19
Vienna	34.95
Prague	163.5
Helsingfors	192.5
Madrid	20.905
Lisbon	107.4
Athens	374.4
Bucharest	802.4
Rio	5.29/32
Buenos Aires	47.6/16
Bombay	1/0
Shanghai	2/74
Hongkong	2/74
Yokohama	1/10.11/82
Silver (spot)	26.5
Silver (forward)	26.3/16

—British Wireless.

Invitations have been issued for an investiture which is to take place at Government House on the 26th instant. Those to be invested will, we understand, include Mr. H. K. Holmes (C.B.E.), Mr. R. Sutherland and Dr. S. W. Tso (O.B.E.), Captain Adey, Mrs. Alabaster, Mrs. Remington and Mrs. Wolfe (M.B.E.), and Mr. A. J. Reed (I.S.O.).

DAY BY DAY.

CURIOSITY IS THE THIRST OF THE SOUL.—Dr. Johnson.

The time-ball service has been resumed.

The name of Mr. H. S. Rouse has been added to the list of authorised architects.

Commander the Hon. J. B. Bruce has been appointed to command H.M.S. Foxglove.

The Volunteer Defence Corps Camp is to take place at Fanling from November 16th to December 9th.

It is notified that all Government bathing benches will be closed on and after 7 p.m., Wednesday, 31st October.

About Hong Kong.

Do you know that—

The Spring Garden Lane district was, in the 1880's, the fashionable quarter of the town, and that the Chief Justice resided there for many years? Whitfield Barracks were named after Major General H. W. Whitfield, who was General Officer Commanding in 1870? Victoria Peak was formerly the outlook and fortified headquarters of a pirate named Chang, famous in popular local history for his daring exploits?

It is notified that, at the expiration of three months, the South China Dyeing and Weaving Works, Ltd. will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

Amongst the passengers who arrived here by the s.s. President Pierce were Mrs. J. M. Alves, Dr. R. M. Ross (superintendent of the John G. Kerr Hospital, Canton), Mr. Wong Kam-fuk, and a number of Fathers of the Maryknoll Mission en route to stations in South China.

Two lots of Crown land are to be sold at the P.W.D. offices on the 20th instant. These are: New Kowloon Island Lot 1170, situate at Shamshuiipo (area 2,160 square feet, upset price \$8,240), and New Kowloon Island Lot 2149, situate at Matakuk (area about 4,960 square feet, upset price \$3,968).

Passengers arriving on the P. and O. s.s. Morea yesterday included Mr. A. D. Morrison, Mr. A. J. Brock, Mr. S. E. Alderman, Mr. F. S. Murphy, Mr. C. E. Murphy, Colonel T. C. Newton and Mrs. Newton, Major B. Lake and Mrs. Lake, Capt. J. Doyle and Mrs. Doyle, Mr. A. C. Finney, Dr. R. E. Cameron and Mr. G. D. Nicholl.

At the Chaplain's Hut, Scandal Point, last evening, Warrant Engineer J. M. Barber, R.N., gave an interesting lecture on football refereeing. He said personality was the principal asset of a referee, for without it he could not be expected to carry out his work efficiently. The lecturer also gave some extremely useful hints. Capt. A. W. Austin presided.

At eight o'clock yesterday evening a fire broke out in a cockpit on the premises of the Yuet Fung iron foundry, Mongkok. Four engines were dispatched to the scene of the outbreak, two from Tsimshatsui and two from the Mongkok Station. The fire was subdued by nine o'clock. There were no casualties and it is understood that the damage was not great.

At an inquest held yesterday afternoon on a hand-truck coolie who met his death through being knocked down by a Sanitary Department lorry driver, the latter was severely censured. A verdict of accidental death was returned, and the jury recommended that the brakes of all lorries should be examined by some responsible person before the vehicles left their garages.

HONGKONG CIVIL SERVICE.

NEW APPOINTMENTS ARE GAZETTED.

The Gazette notified the following appointments:
Dr. Agnes Lillian Jenkins Dovey to be a member of the Midwives Board, vice Dr. Alice Deborah Hickling, M.B.E., deceased.
Mr. Norman Lockhart Smith to be Postmaster General.
Mr. G. R. Sayer to be Head of the Sanitary Department and Registrar of Births and Deaths.
Mr. William James Carrie to be Assistant Colonial Secretary and Clerk of Councils.

A POLICE EXAMINATION.

Candidate Tells His Experiences.

As one of the many young men who had applied for admission to the ranks of the Police Force of a certain city, I received an official letter stating that an examination of candidates was to be made at the police headquarters the following week, and that if I was still desirous of enlisting, I should call there any day that week at 2 p.m. The document further stated that the recipient might possibly have sat an educational test previously, but that this examination would be of a "much stiffer character."

Accordingly, after a hasty revision of the four R's, by way of preparation, I set out for the place of ordeal. It was the last of the specified days, and I was soon reinforced by half a dozen other young fellows all attracted there on the same errand. A cheerful young clerk volunteered to conduct the party to the class-room where the test was to be held. With equal cheerfulness he vouchsafed "certain intelligence" of a rather disquieting nature.

I have already said that this was the last day for examination. It now appeared that our predecessors had fared badly. The rash, impetuous youths who had hurled themselves into the mental fray without training had fallen by the score. In addition, the clerk supplied us with the following facts, all of which were calculated to have a damping effect on the enthusiasm of embryo candidates. He said the test was the stiffest on record, the pass-mark was 70, that the authorities were not so much desirous of more recruits as of whittling down the vast pile of applications which had accumulated.

After this news had been inflicted on us, it was a marvel that any of our party survived the tortuous journey to the class-room. Fortunately, we hadn't much time to digest it all. When the expedition did arrive with reeling brains, a courteous reception awaited us. A tall policeman in civilian ushered us in. His precise words, if my memory serves me right, were, "Come in, gentlemen," adding compassionately, "More innocents for the slaughter."

Once inside the class-room no time was lost in getting to business. Candidates were filed off into long benches, reminiscent of their schooldays, and writing material and test papers speedily distributed. At any rate, no candidate could complain of time being frittered away. No one appeared to have any inclination to do so. Silence profound reigned for about three minutes while between 25 and 30 brains, rather rusty through long disuse, were set in motion. The air for a time was tense, but at the expiration of that time the silence was shattered by a variety of short, pithy idioms and interjections. The paper was as bad as it had been painted.

One youth who, from the physical standpoint, was excellent material for the force, desired to know if there had not been a mistake in his case. He was convinced, as I afterwards learned, that the paper set before him was for promotion from lieutenant to chief-constable. He even hazarded a doubt as to the ability of a chief-constable to obtain 50 per cent. from the paper set before him. Others suggested to Hatchet Face that sight of the test paper would give the present police force brain fever. In short, the candidates were for the most part dumbfounded by the nature of the questions set.

Half a dozen relinquished their ambition straightway. After skimming idly down the paper to discover if there were any questions they positively could answer and finding none, they rose

in a body and marched out, the leader remarking bitterly in passing that, until that very minute, he had never suspected the police were such a highly intelligent body of men.

Compared with orthodox police education tests the present paper was certainly revolutionary. The aspirant who sanguinely turned up with the stub of a pencil and a hazy idea of addition and subtraction was promptly ruled out.

Take, for instance, the mathematical section. Question No. 1 asked at what rate per cent. will £350 acquire an interest of £24, 10s. in two years' time? Educated people will sneer and point out that the problem is simplicity itself. Any average boy at school can solve it. The point is, that this standard constitutes a big change in police requirements. Prior to the war, the educational test was such that any person short of being insane could pass.

On all sides I detected surprise followed by consternation. The perspiring student on my right was speedily out of his depth. He stuck fast at problem No. 1, and was still at it I think when the papers were collected. In two hours he had done nothing else. Another arithmetic problem which gave trouble was the third. It styled not a few. A certain number is divided by 56. The method adopted is the short method, and the first divisor is 3, the first remainder 3, the second remainder 4, and the quotient 84; find the number divided. In this case I suspect it was the use of the word quotient that upset the class.

Passing from mathematics to geography, we found the examinees anxious to know the most northerly town in Europe, also the most westerly point in Europe, and other information about that continent which we all agreed was of a perfectly absurd nature. It was not likely to be of much value to a policeman patrolling his beat at any rate. We were later informed that question No. 1 is a "hardy annual" in police promotion tests. As a matter of fact, the town is a very small and little known place in Norway with a most unpronounceable name. Unfortunately, few of us knew it at the time.

Another question asked us to pretend that we were on a voyage to India, and to name the principal ports of call. The majority of the candidates considered that the fact of their never having been to India a sufficient excuse for inability to answer this nautical conundrum. It was also tersely pointed out by a leading wit (the standard of humour was incredibly high) that policemen did not stroll down the Bay of Biscay or patrol the Indian Ocean. It was of no avail!

The general knowledge questions produced some amusing results. Asked to tell what they could of the Giant's Causeway, a candidate from the Port got rather mixed up, and proceeded to give a detailed description of the stretch of pavement in front of Parliament Square, Leith, which rejoices in the title of Broad Pavement or Giant's Pavement.

English was summarily treated by the police educationists. Only two questions were devoted to it, and these were elementary affairs. Still, it was rumoured that one candidate, a dark horse which also ran, persisted in making out that "transient" had some connexion with "Transatlantic." The trouble was to find the connexion.

At four o'clock papers were collected, and the candidates, for the most part sadly disillusioned, dispersed in groups of twos and threes.

"PLUCKED."

CINEMA NOTES.

"LONDON" AT QUEEN'S

"London," the new British production starring Dorothy Gish who is supported by an all-English cast of supporting players will be screened for the last time to-day at the Queen's Theatre. The picture, in addition to its gripping story presents many famous and interesting views of the metropolis, filmed entirely in England. "London" was directed by Herbert Wilcox who also directed "Chu Chin Chow."

"Bardelys the Magnificent." Stupendous settings, thrilling scenes of sword and battle, together with a charming romance are features of the spectacular production. "Bardelys the Magnificent" which closes its season to-day at the World Theatre. Adapted from the novel by Rafael Sabatini, the story is told with a huge cast which includes John Gilbert, Eleanor Boardman and Roy D'Arcy.

"The Wilbur Black Birds" will give two performances to-day at the Star Theatre. A special matinee

"THE BLACK BIRDS."

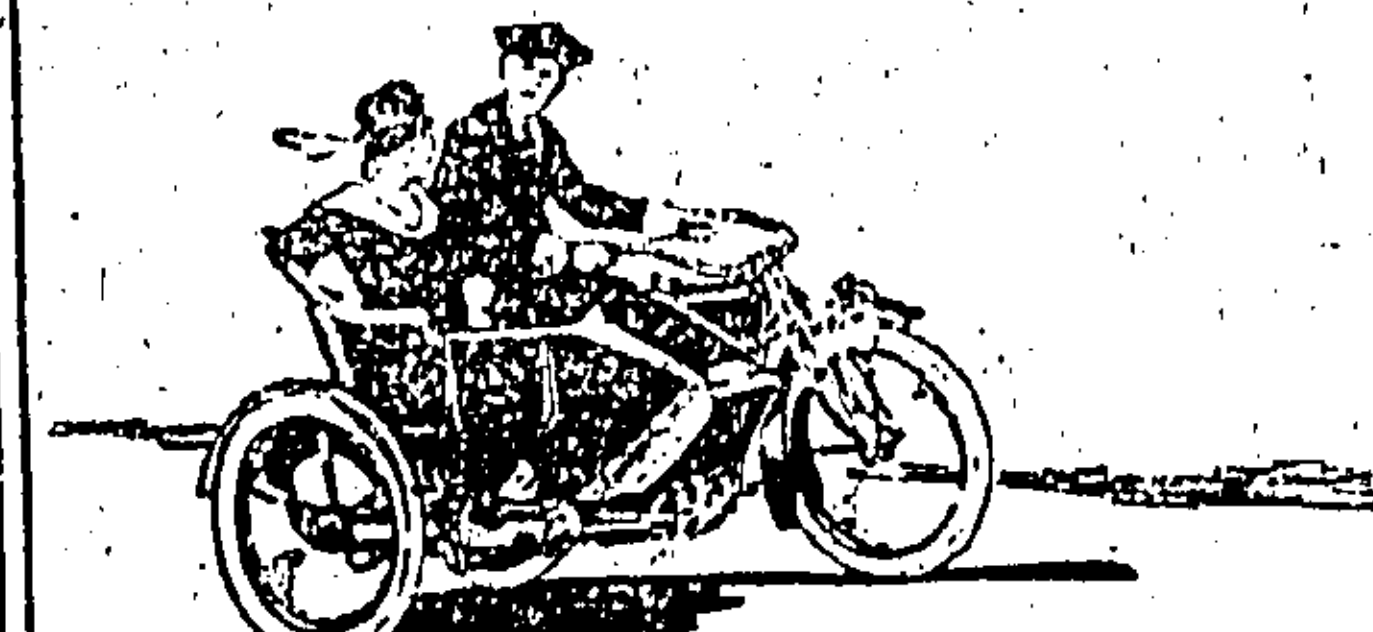
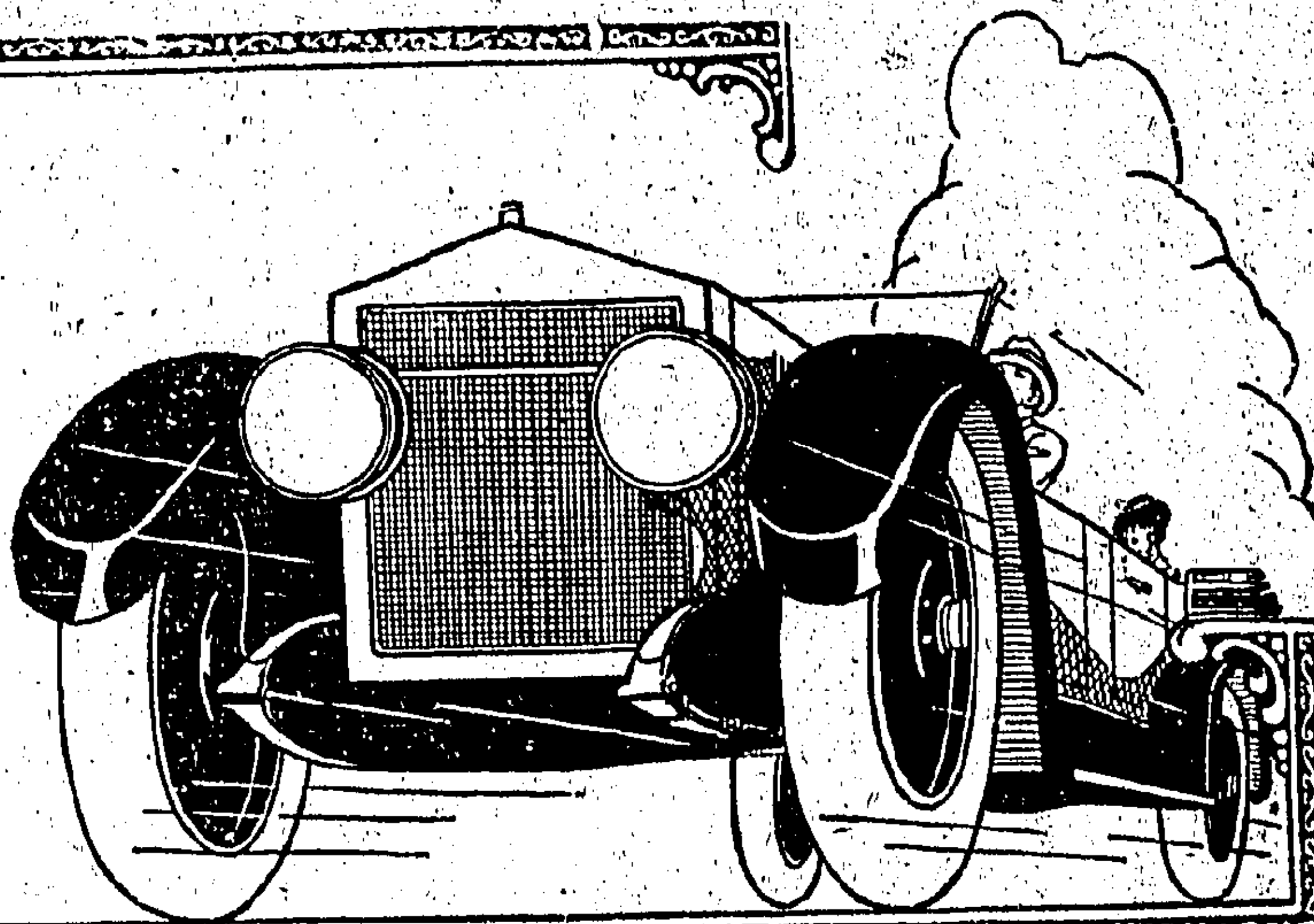
SPECIAL MATINEE TO-DAY.

"The Wilbur Black Birds" will give a special matinee in the Star Theatre at 2.30 p.m. to-day, according to a special advertisement in this issue. The programme to be presented this afternoon is "A Minstrel Revue," while at 9.15 p.m. "Variety" will hold the bill. Prices of admission for the matinee are \$2 and \$1. Children will be admitted at half price. Tomorrow at 9.15, an entirely new programme, entitled "Plantation Days" which features the famous old plantation melodies, will be given, and on Monday, the Kowloon season definitely closes with another complete change entitled "Jazz."

at which "A Minstrel Revue" will be presented will commence promptly at 2.30 p.m. At 9.15 "Variety" will hold the bill. There will also be a continuous movie performance of "Love's Greatest Mistake" starring Evelyn Brent, from 4.30 to 8.30 p.m.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 13th OCTOBER, 1928.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Wasting Water.

We have previously drawn attention to the Colony's worst stretch of road—along the Praya from Wing Lok Street to Whitty Street—and make no apology for referring to it again. Not only is the road surface in a most disgraceful condition, but a quagmire is developing at the Praya end of Eastern Street as the result of a leaking water pipe. This leakage has been going on for many weeks now, and in view of the water shortage, it is extremely surprising that a system of inspection is not practised. The Aberdeen motor buses start out from this particular corner, and the effect of such heavy vehicles, plus that of heavily laden coolie trucks, has created a very good substitute for a duck-pond, from which valuable water trickles merrily away across the road to the gutter. In the meantime notices are issued advising hours of issue of water to nearby native residents. These notices are, however, restricted to motoring matters, and it is this aspect of the question which prompts us to urge that a responsible official visits the scene immediately.

New Roads.

The comment by the Unofficial members relating to proposed new motor roads on the Peak drew attention to the fact that the proposed Mid-Level motor road is mainly but a somewhat vague hope for the residents when it would greatly benefit. The Unofficial attitude of objecting to a motor road to Mountain Lodge was certainly logical, for it might almost be ascertained (on financial grounds) that the unfortunate dwellers of the mid-regions were to be deprived of their road owing to heavy expenditure being incurred elsewhere on the Peak. Opening up the Peak District generally to motor traffic is eminently desirable and it cannot be denied that the Mid-Level area is in urgent need of a motor thoroughfare. The proposed road to Mountain Lodge would also serve a most useful purpose, but in view of the postponing of the work lower down the Peak the enormous impression is created that the higher thoroughfare is more urgently needed: in opening up any district to motor traffic, the question of serving the greatest number of people should be considered, and taken on this basis, we imagine that the Mid-Levels would present a very much stronger claim.

Teach the Children.

Since our comment last week on the question of impressing on children the need to exercise caution when crossing streets, and the desirability of special lectures being given in local schools, our attention has been drawn to a nationwide plan which is being adopted in the United States. The subject has been given the name "motorology," and it is to take its place among the regular studies in schools. In this instance an extremely wide field is covered, instruction being given in the mechanics of motoring as well as road law. The following extract sums up the scheme:—"By imbuing our youth with the knowledge of automotive operations and the complexities of highway travel, such courses will help bring a decline in the toll of traffic accidents that, at present, continues to rise. We of today, knowing comparatively little of what goes on under the hood or of what is expected of us on the road, fail to comprehend the seriousness of our position at the wheel, despite frequent warnings, accidents and arrests."

"Perhaps the next generation, bred by education rather than threat, will be more deeply impressed with the value of conservative, safe driving." Such a com-

prehensive plan is, of course, hardly necessary for Hongkong, but nevertheless, the aspect of teaching children the meaning of driving signals, and inculcating the urgent need for the exercise of caution, is extremely desirable, and we trust that it will be possible to take steps in this direction.

Special Permits.

The question of issuing special permits granting the right to certain owners of motor-cars to use thoroughfares otherwise closed to traffic, was also discussed by the Unofficials, and in the main, we must agree with their remarks, at the same time, there can be no objection to granting such permits for districts where the exercise of caution eliminates danger. It must be remembered that the modern motor car is efficiently equipped with braking power, and that there are but few hills which cannot be safely negotiated providing the driver exercises every care. Rather than inflict any hardship on a local motorist by refusing such permission, we would suggest that applicants be required to drive over the route suggested, accompanied by an official of the Traffic Department, who could form his opinions on the capabilities of the driver, as well as the desirability or otherwise of the route being used by motor vehicles. As far as possible, local motorists should be given every facility, especially when the inaccessibility of some of Hongkong's homes is taken into account.

Praya Reclamation.

We notice that some excellent roads of ample width are being built on the new reclamation, and when completed, they will be a credit to the Colony. It will be quite a novelty to have "four-cross" roads such as are being laid down, and it is most gratifying to see that the wise policy has been adopted of allowing for future motor traffic.

Carnivals.

The number of cars entered for the decorated and illuminated motor car parade in connexion with the recent Tattoo, while not large, was sufficient to ensure the success of the event. Some extremely good effects were obtained, the quality of the various decorating schemes being of a high order. It has previously been suggested that an annual decorated motor car carnival might be held, and judging from the excellent effect obtained at the Tattoo parade, the suggestion sounds most attractive. Such an event might well be held in conjunction with the H.K.A.A. annual dinner dance, which might then become a fancy dress affair. Pedder Street could be closed for a few hours to allow the parade to pass, when the judges would be able to make their awards for distribution to the winners during the dance. Such an event would not only prove a pleasant diversion to local motorists, but would also attract a large crowd of spectators.

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:—

- S. A. Lopes.
- F. Hille.
- Dr. C. S. Chiu.
- Dr. Fok Wing Kan.
- W. J. Carrie.
- Lt. Com. J. H. Drummond.
- W. Faid.
- Li Man.
- Robert Cunningham.

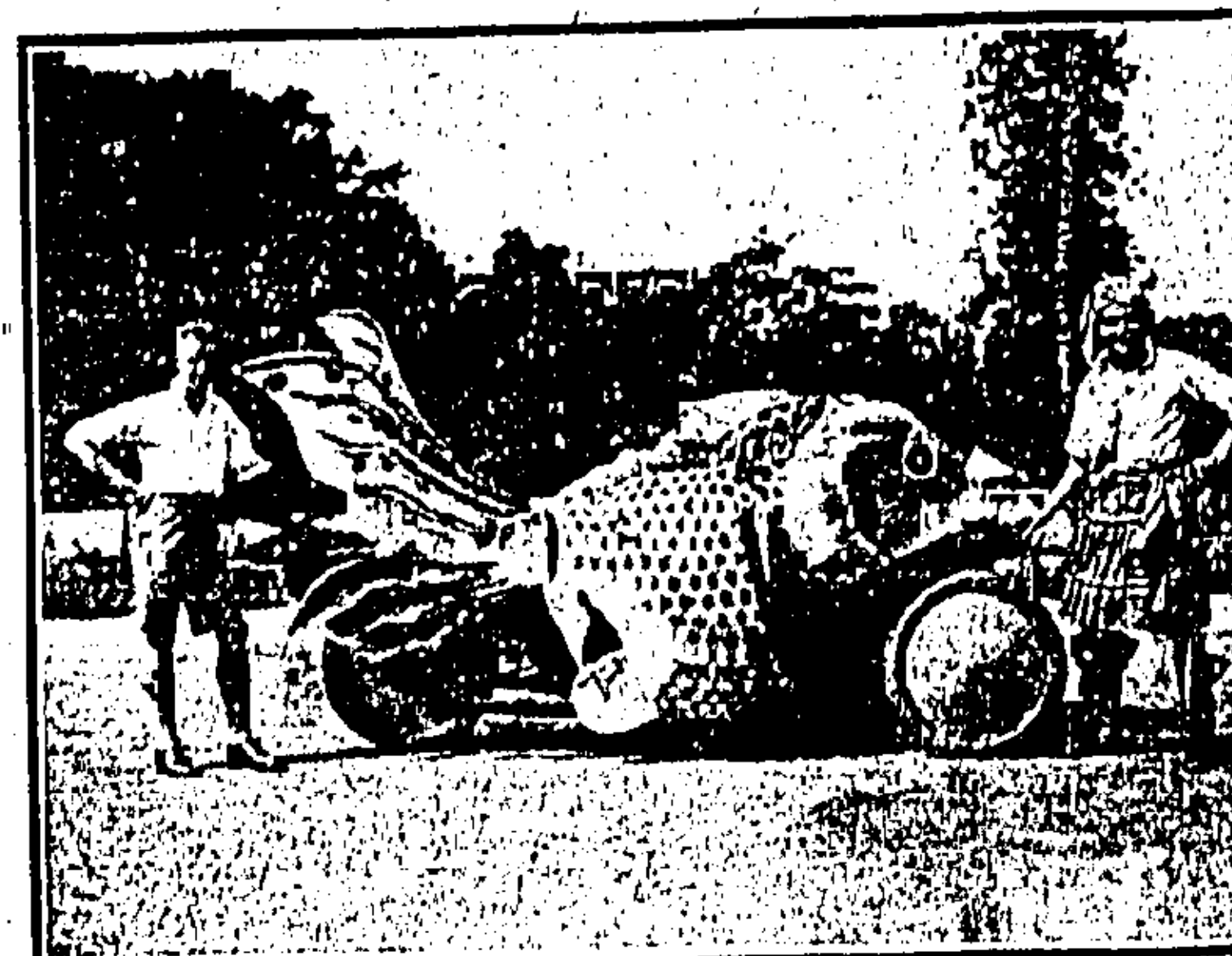
Hongkong Bus Service.

The new Queen's Road Bus Service will commence running on

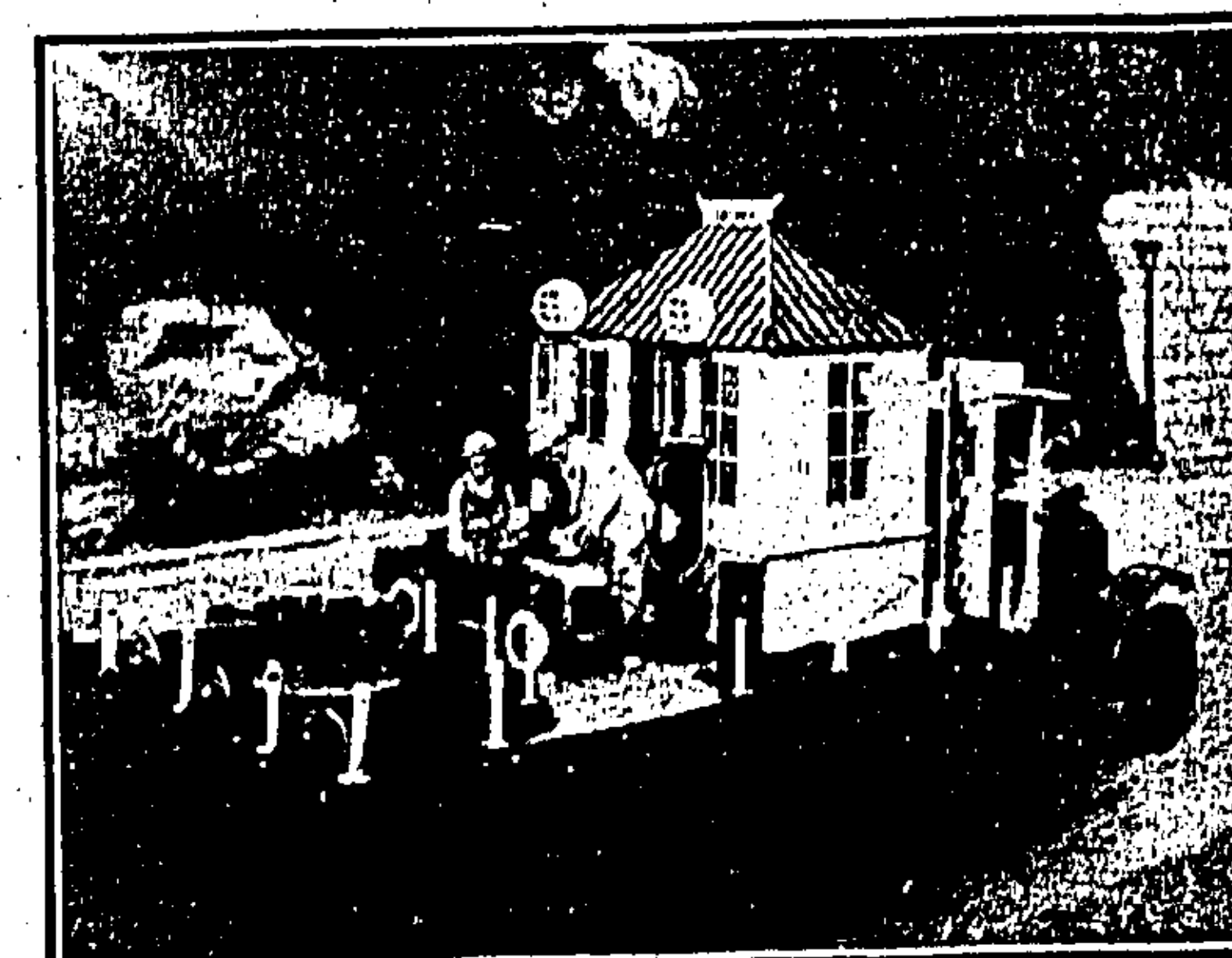
DECORATED CARS IN HONGKONG.



The "Empire" Car, entered by the H.K.A.A.



Mr. P. Sands' machine made an excellent flying fish.



Socony's clever "Filling Station" exhibit. The Decorated Motor Car Parade, organised by the Hongkong Automobile Association in connexion with the recent Tattoo, demonstrated that local motorists are not lacking in originality and enterprise.

HARD GOING.

"The Road to Mandalay."

INTERESTING TRIP.

Though "The Road to Mandalay," immortalized by Kipling's Ballad, is non-existent as far as the motorist is concerned, word has just been received by The Studebaker Corporation that a stock Erskine Six tourer recently made its own road on a gruelling trip from Rangoon to Mandalay, India—and not only succeeded in

Monday next from Shek Tong Sul to Causeway Bay, and the fare will be ten cents. Monthly tickets costing ten dollars will be issued as from November 1st. A number of these vehicles were employed carrying people to and from the Tattoo when they were most favourably commented upon.

making the trip, but completed it in the record breaking time of 18 hours.

There are literally no roads between Rangoon and Mandalay—a distance of approximately 385 miles. But C. E. Perry, a Rangoon motorist, decided that the trip could be made. With a native guide and another companion, he set forth from Rangoon equipped with emergency road making tools, and supremely confident of the power and endurance of the Erskine.

The trip was a cross country run in every sense of the word. Occasionally there were narrow cart tracks to follow, but more often the Erskine blazed its own trail through the jungle. For five hours, at one stage of the trip, the car ploughed through soft peaty fields, under a tropical sun that tested to the limit the power and cooling of the motor. In other places the caravan made slow progress through deep sand. There were streams to ford, with water well up over the running boards.

One of the most trying sections of the trip took the intrepid

FORTY YEARS AGO.

Story of Pneumatic Tyre's Birth.

It is exactly forty years ago since John Boyd Dunlop applied for the patent for the first pneumatic tyre. He had just retired from his veterinary practice in Belfast, the largest one in Ireland, where twelve horse-shoers worked for him.

While a boy at school in the village of Dregghorn, Ayrshire, his native place, Dunlop had observed that a large wooden roller was easier to pull than a smaller one, because, as it had a larger area of surface bearing on the ground, the pressure on each unit of area being less.

For years he thought on the idea of wheels with flexible rims that would flatten out and so increase the area of contact with the road. It was a complaint from his small son Johnny, then nine years of age, which actually materialised in the first rubber tyre to be filled with air. Johnny had grumbled about the difficulty of riding on thin solid tyres over the uneven stone setts of Belfast's streets.

His father thereupon made two air tubes from sheet rubber one thirty-second of an inch thick; fixed them to a wooden disc with a thin strip of linen and blew them up with a football pump. The tyres were then fitted to a tricycle made by Dunlop from American elm to his own design with specially shaped rims. The whole was completed one night at ten o'clock and so eager were both father and son to test the new device that the boy went out for a run in the moonlight and returned triumphant at midnight.

When a racing cyclist who was shown the novelty expressed his doubts about it the inventor challenged him to a race on his thin gold tyres against the nine-year-old boy on the home-made tricycle equipped with pneumatics. It was the first of the unending tale of races to be won on Dunlops. Although John Boyd Dunlop revolutionised cycling and made motor cars possible he himself could not at that time ride a bicycle; indeed there is no record that he ever rode one all his life.

CARS LIVE LONGER.

Reason for Longer Life.

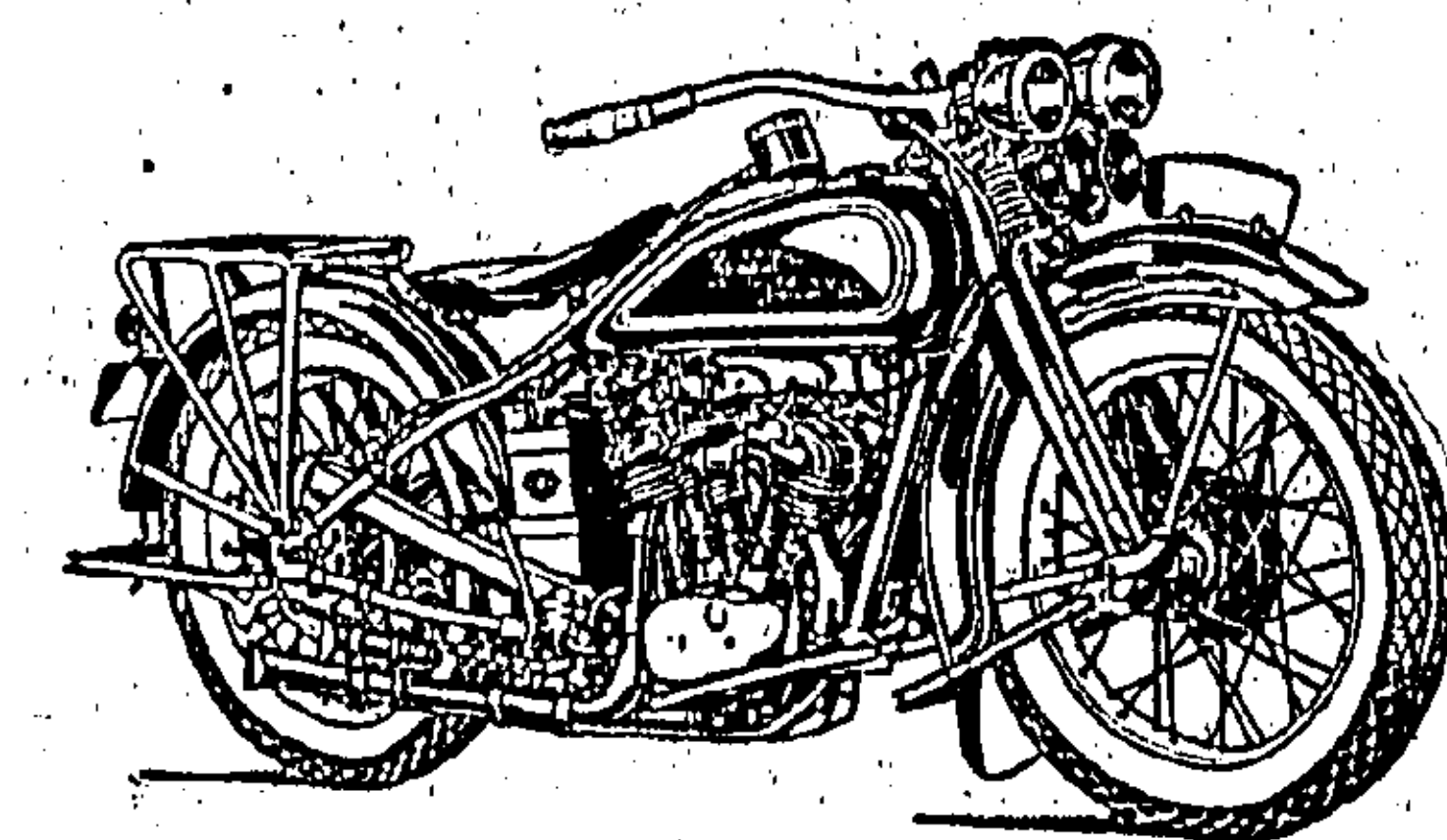
If your automobile has gone to the scrap heap before it has reached its eighth year, you haven't got the best out of it.

The reason is that the average life of the modern motor car is eight and a quarter years, according to figures compiled by the American Road Builders' Association.

Less than 2,000,000 cars, or about 12 per cent. of all registered in the United States, went to the scrap heap last year. At this rate, it would take eight and a quarter years to replace all cars on the roads to-day.

motorists through a region of elephant grass, where progress was made at the rate of a mile in four hours. This gave way to a more covered open country, which could be traversed at better speed, though its roughness was a severe tax on the sturdiness of axles, frame, and body construction. On their arrival in Mandalay the Erskine and its driver were welcomed with a demonstration by members of the National Club, and the feat praised throughout Burma and India as one of the most outstanding accomplishments in Indian motoring.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

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STOCKS CARRIED

LARGE OUTPUT.

Mass Production Demands Precision.

Precision is the really great advantage in quantity production methods of automobiles. In the opinion of Mr. E. H. Grant, vice-president of Chevrolet Motor Company, who recently returned from a trip overseas after making comparisons of manufacturing methods employed in Europe and America. Mr. Grant supervises the distribution of more than 100,000 Chevrolets a month from his office at Detroit and he speaks authoritatively on the subject of volume manufacturing.

"Our position in the world market has been made possible and fortified by the advanced production methods," declared Mr. Grant. "And as we know, volume manufacturing has been one of the foremost factors in permitting the industry to offer so much automobile at a low price."

"By the very virtue of the speed required to attain volume, precision is constantly becoming more of an autocrat in the manufacturing of our automobiles. Parts must be machined to closer and more accurate limits to make this volume possible, and as a result of this precision we get a finer automobile and as a result of the quantity production which precision makes possible we are able to offer the public more automobile per dollar."

Many drivers needlessly increase shock to themselves and their cars by cutting straight across railroad tracks and other obstructions in the road. It's better to take transverse ridges diagonally whenever possible.

SQUINTERS BARRED.

It is reported that persons with crossed eyes cannot drive automobiles in Spain.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

PREPARING FOR FUSE TROUBLE.

Is the electrical system of your car protected from short-circuiting damage by a circuit breaker? If so, this article will not hit your case. But fully as likely the lighting circuits and perhaps the horn circuit have fuses in them and if these melt out, especially at night, you will be out of luck, unless you know what to do. Consult your car's instruction book or inquire at your service station and if there are fuses included in the electrical system, find out exactly where they are located and how to replace them, so that you can do it in the dark, if necessary. Obtain a liberal number of fuses of the correct size and always carry them on the car where you can find them, even in darkness. If no lights (or only half of them on some cars) will burn but the starter will work and the engine run, a fuse probably has blown and the best procedure is to turn off all lighting switches and pull apart the connectors between the car wiring and each of the lamps, then put a new fuse in place of one which is seen to be blown or replace all fuses, if the burned out one cannot be identified. Then close the switches one by one and reconnect the lamps one at a time. If the new fuse blows as you reconnect any one of the lamps, break this connexion, replace the fuse again and proceed, if possible, without this lamp to a service station.

These directions do not apply perfectly to all lighting systems, but they convey some idea of the procedure. If there is light enough to permit examination of the wiring it may be possible to detect and repair the place where defective insulation is causing a short-circuit.

Loose Hood.

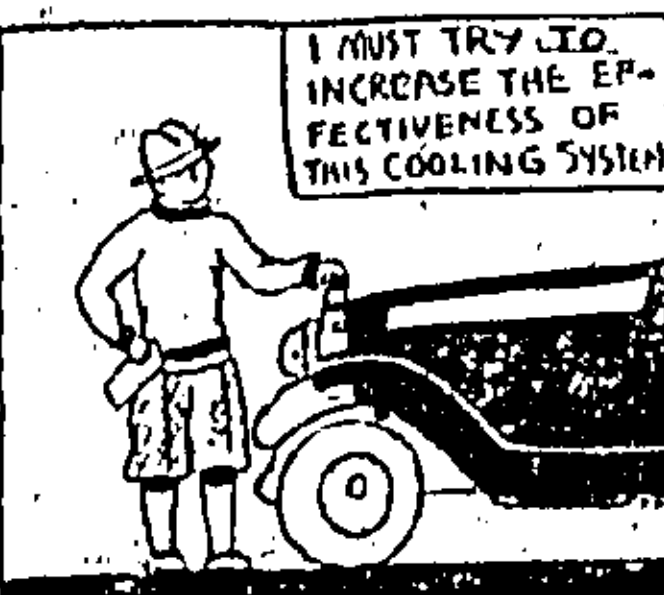
Question:—The hood of my car joggles about somewhat, when the car is running over rough roads and this is doing some damage in bending the edges of the metal. What is the cause of and remedy for this?

Answer:—Here are a few suggestions. See that the radiator shell is securely fastened to the front frame member and that the rod from the front of the dash to the top of the radiator shell is properly tight. Make sure that the hood latches on both sides are secure in the side frame members and that their springs are stiff enough to keep the edges of the hood in place. Inspect the hinge rod at the top-centre of the hood to see that its ends fit firmly in the dash and in the socket in the radiator shell. If necessary, renew the rawhide or canvas lacings in the cowl ledge and on top of the radiator shell, upon which the hood rests. If any of the hood metal has been bent out of shape have it straightened.

Increasing Cooling Ability.

Question:—What can be done to a car, to increase the effectiveness of its cooling system and keep it from heating up excessively, on the steep grades expected to be met with on a proposed trans-continental trip hauling a trailer?

Answer:—Flush out the radiator so that it is perfectly clean internally and install new rubber hose connexions. Flush out the engine jackets. See that the belt which operates the pump and fan does not slip. If you think that the thermostat, in the outflow connexion from the block, impedes circulation, remove it temporarily. If you will require cooling ability in excess of that which this system normally affords, perhaps the manufacturer can supply a slightly larger radiator core, a somewhat more effective fan or make some other useful suggestions. Unless your trailer is a very heavy one, it is doubtful if you find that it makes much difference in the cooling. See that your ignition setting is as far advanced as practicable and use the best engine oil you can get.



Play in Tie-Rod.

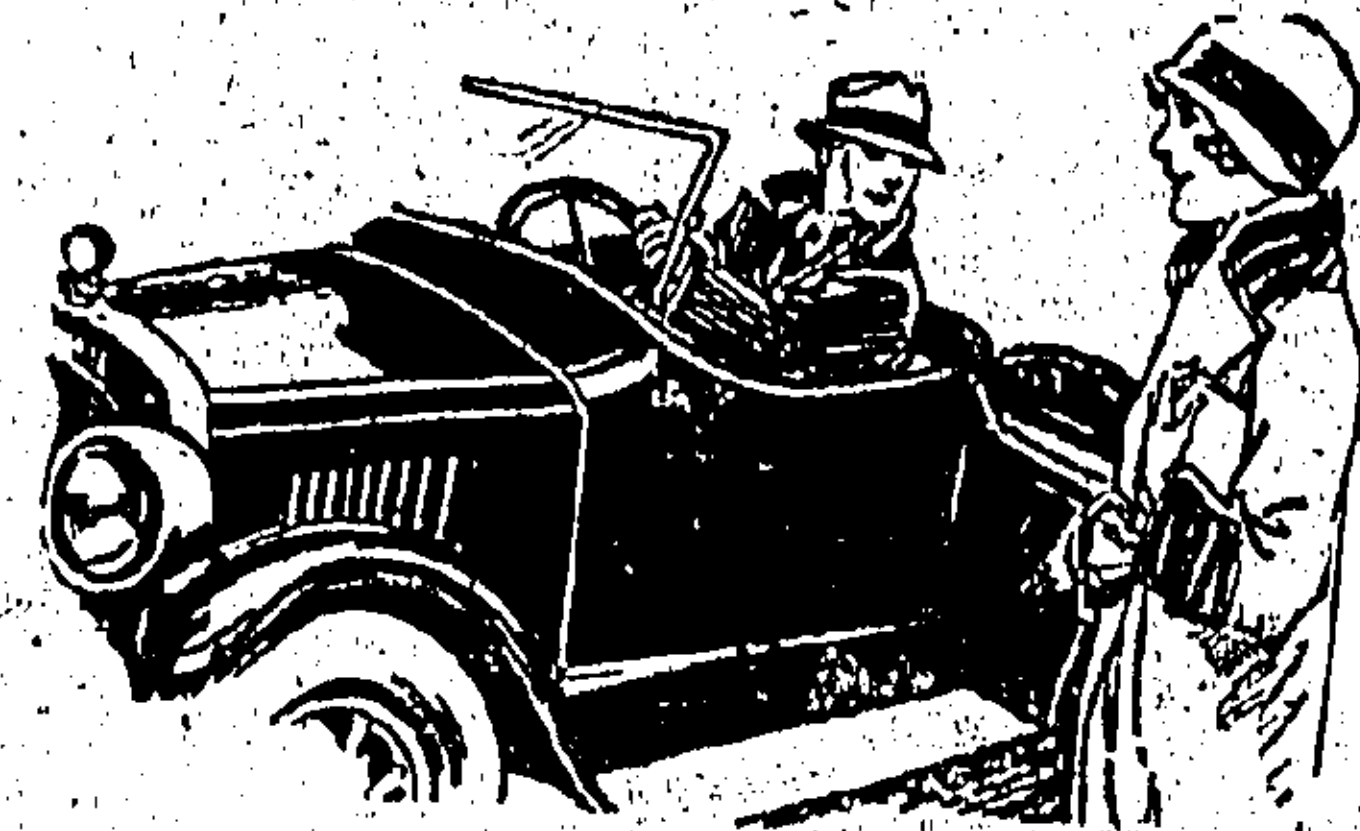
Question:—There is play in the tie-rod connexions of my car. Can this be removed by squeezing the arms of the forks together or will new bushings be required?

Answer:—Squeezing the arms of the forks together, by taking up on their bolts, will eliminate up-and-down shake of the tie-rod. If, after doing this, there is still lost motion of the knuckle arms in the ends of the tie-rod, the knuckle arms will probably have to be re-bushed and new clevis pins used.



Too many women motorists don't know whether to charge the battery or the gasolips.

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\$7.50 \$9.50 per pair.

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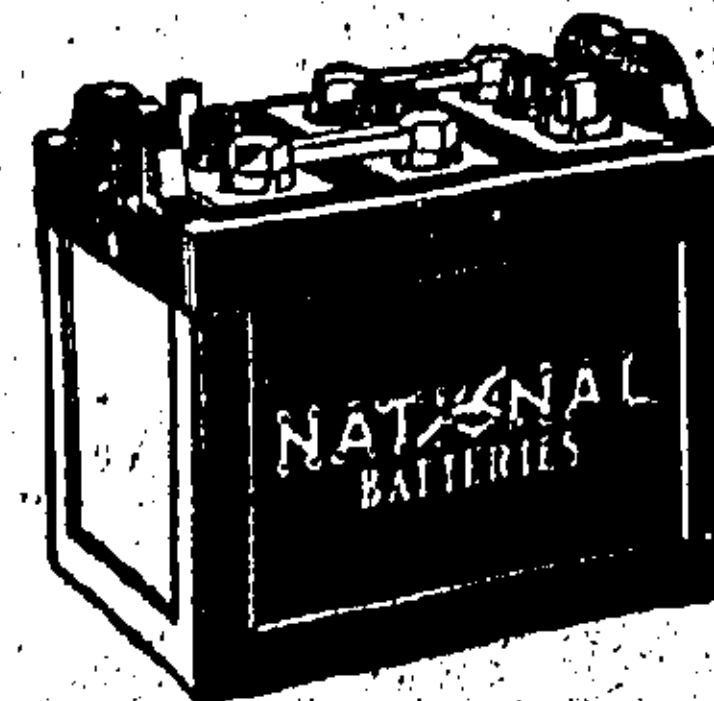
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611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile.	\$25.00
613RF	Buick, Studebaker light & Std. 6, Gardner, Willys-Knight.	\$27.50
613SF	Auburn 8, Buick M. 6, Chandler, Hudson, Packard 6.	\$32.50
615RF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127SF	Dodge before 1928, Graham Truck.	\$45.00

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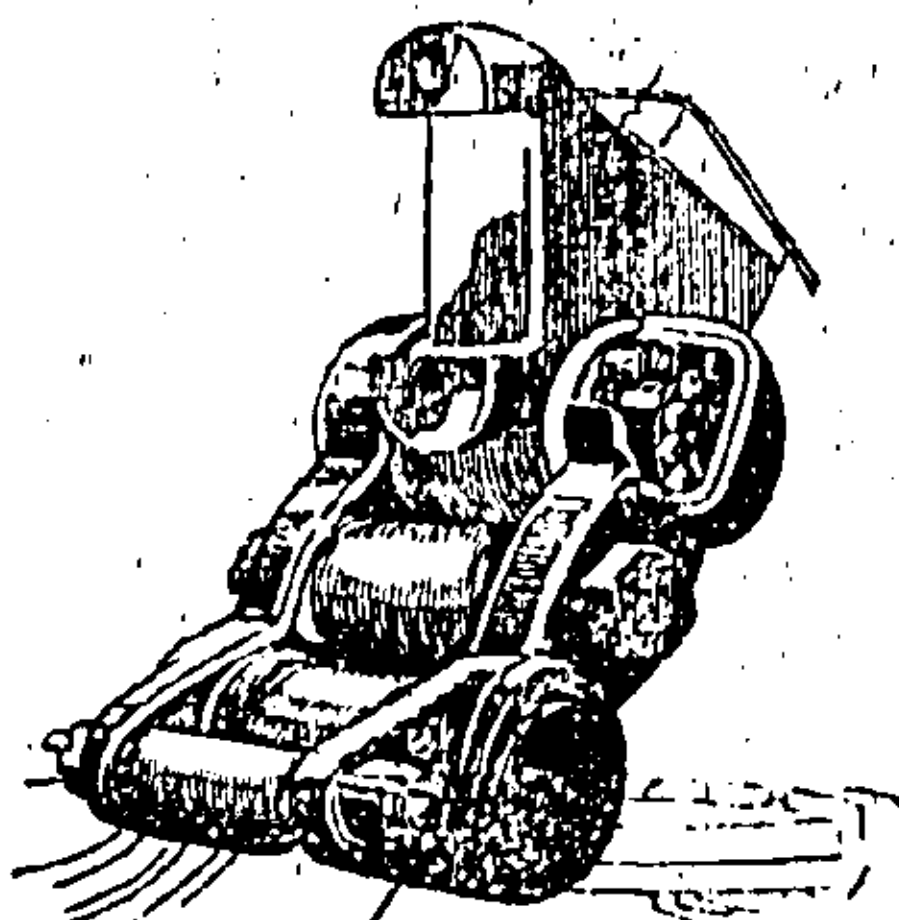
WARNING AGAINST FAKES.

The California State Automobile Association is warning motorists against succumbing to fake solicitors, who are trying to collect funds for purported promotion of travel on the Victory highway. No such funds are being sought officially.

PARIS SILENCES HORNS.

Paris taxi drivers may still take corners on two wheels, but the authorities are determined to put a stop to their incessant horn tooting, especially between the early morning hours of one and five. The citizens must have some sleep.

STUDEBAKER introduces greatest improvement in riding comfort since balloon tyres



BALL BEARING SPRING SHACKLES

IN RIDING EASE Studebaker's new cars now lead just as Studebaker cars have so long led in proven performance. A drive in a new Studebaker is a revelation in restful riding.

Every motorist knows the importance of spring shackles—those joints or hinges which form the connecting link between body and axles. Engineers have sought to reduce friction to a

minimum at these vital joints—to make them flexible yet firm and uniform in action—to make them noiseless—to reduce the necessity for frequent lubrication. Studebaker now has attained all of these objectives in the new ball bearing spring shackles.

Your first trial run will convince you this patented Studebaker innovation is the greatest improvement in riding comfort since balloon tyres!

A Car for Every Purse and Every Taste
Studebaker builds four new lines of cars: The President, The Commander (23,000 miles in less than 21,000 minutes); The Director and The Pilot. Each offers championship performance and high value. Each is backed by Studebaker's 12-month guarantee.

Prices range from HK. \$2,300 to HK. \$5,840.

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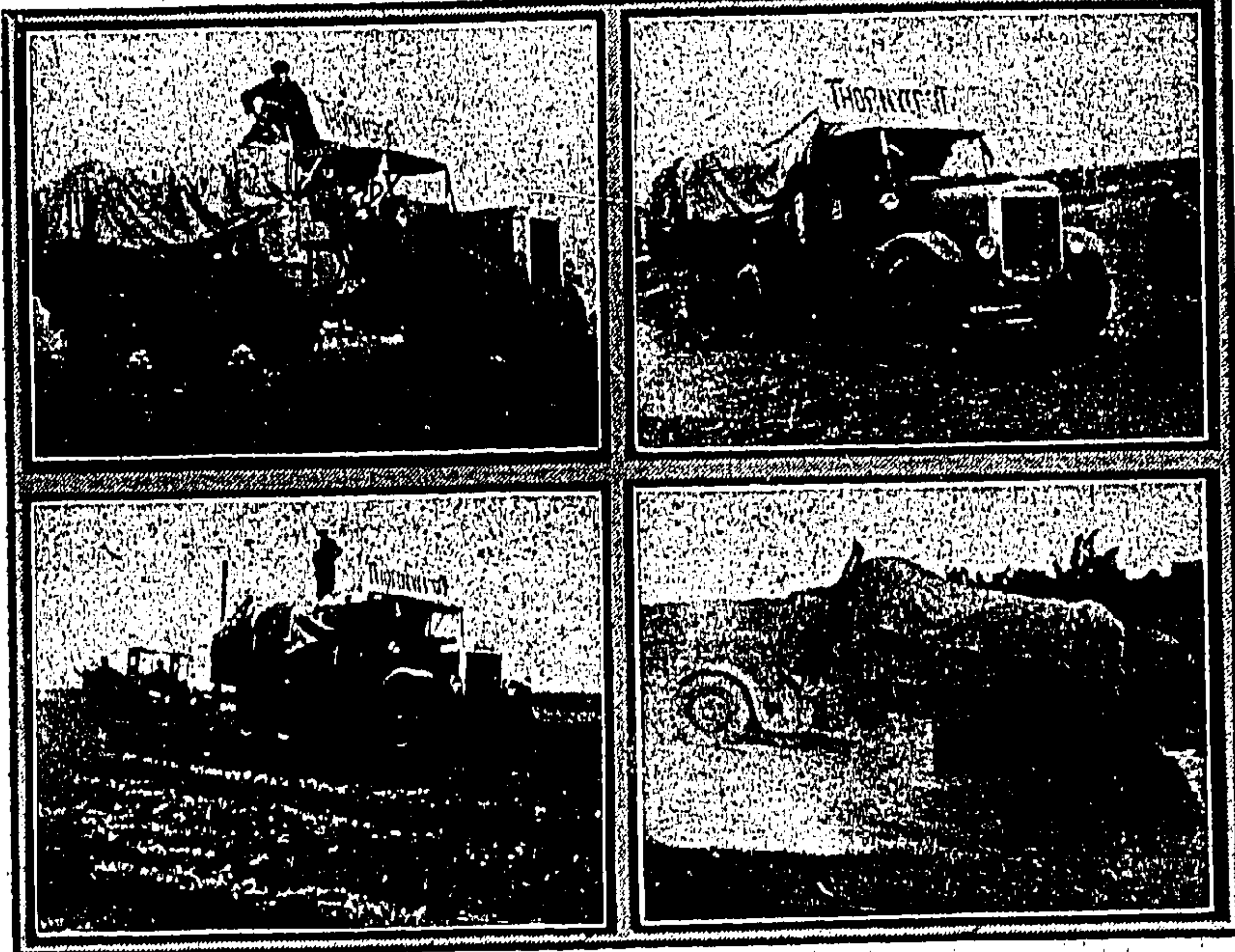
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ESTABLISHED IN 1891

A SEVERE TEST FOR THORNYCROFT SIX-WHEELER.



A remarkable journey has just been successfully completed from Buenos Aires to General Conesa (Rio Colorado), a distance of approximately one thousand miles, the vehicle being an "XB" rigid six-wheeler made by the well-known firm of John I. Thornycroft and Co., Ltd.

The lorry was supplied by the Thornycroft agents at Buenos Aires, and destined for use by the San Lorenzo Company, who are an Agricultural firm whose interest lies in the development of extensive areas of the irrigable virgin lands of the Rio Negro district. In order to demonstrate the reliability of the vehicle, the agents suggested that it should be sent by road, and the purchasers, who immediately appreciated the saving in freight which would be effected, agreed to the suggestion.

Within two days of the suggestion being accepted, the lorry, loaded with approximately five tons of machinery and general merchandise belonging to the San Lorenzo Company, was ready to start out on what proved to be a decidedly rough trip.

The following extract from the official report gives an idea of some of the difficulties encountered.

"Our way from Buenos Aires to Monasterio, and in fact until we reached Malpu where we left the Mar del Plata road, lay first over the stone blocks of Buenos Aires, and then earth roads which had evidently been kept in good condition in view of the yearly increasing motor traffic which comes and goes to Mar del Plata. From Malpu, which we left shortly after midnight of the 5th April, our road lay across country to Ayacucho, the first part being a winding track through fields, where, owing to the darkness, we lost our way but were fortunate enough to be re-directed to the right road. This section of the road was far from good, being crummy, muddy, in places deeply pitted and, generally speaking, it was a rough camp

road, typical of the Argentine. It was very gratifying to see the excellent way in which the four driving wheels of the lorry did their work over the worst parts of this route. The last 20 kilometres of road, however, before reaching Ayacucho could not be in better condition, and here we opened up the throttle allowing the speedometer to register our maximum speed in all the journey which was 55 kilometres per hour over level ground.

On arriving at Ayacucho rain began to fall and the roads, which might otherwise have been comparatively good outside the town, became covered with a layer of slimy mud, making it impossible to proceed without chains. As we left the stone-blocked streets and entered into the muddy road to fix on the non-skid bands, a misfortune befall us, and we skidded unavoidably into a ditch, our vehicle being the eleventh to do so in the last four days. Although no damage whatsoever was done either to the chassis, body or engine, we were obliged to lose several hours until the rain stopped, so as to get the vehicle on to the road again, which once done we fitted on the non-skid bands, and started on our way to Tandil.

With the bands fitted we proceeded on our way towards the hilly district of Tandil, and removed the bands as soon as we had left the slippery surfaced roads. Our route, which was a continuous uphill and downhill road with constant bends and quite dangerous turnings, now lay over rocky roads, and continued like this until we reached Tandil shortly before 11 p.m. Having replenished both the petrol tank and ourselves, we set off, amid torrents of rain, towards Juarez. As we reached the summits of the hills heavy mists surrounded us and these grew shortly into a blinding cloud. Visibility was bad at the start, but as we proceeded on our way it became decidedly worse and our average speed over the next 60 kilometres was under 11 kilometres per hour. The cold, through this night was considerable, and was felt all the more

owing to the lorry having an open cab without windscreen or side curtains, and it was hard to remain at the wheel much longer than half an hour without being relieved.

As dawn broke we reached Juarez and at Alazaga, 22 kilometres further on, we were pleased to see the sun for a short spell. Apparently it had been raining copiously during the last few days and from Alazaga until we reached Bahia Blanca, with the exception of a few hilly and rocky sections the road was deep in mud and so was the vehicle itself. Earth embankments recently constructed to raise the road in the worst parts were such that on many occasions the lorry was wending its way slowly but surely buried in mud up to, and even over, the axles, and it was to our general satisfaction when we found other lorries and cars completely stuck, to be able, on every occasion, to tow them out of their plight. Altogether we rescued eleven vehicles on the way, and it was a great satisfaction to us that on no occasion did we have to fit on the non-skid bands in order to do this rescue work.

Night fell soon after we left Dorego and the task of making our way to Bahia Blanca was rendered far from pleasant or comfortable on account of the beating rain, which fell all the way, being aided by a driving wind, which forced the rain hard into our faces.

There being no sign posts to direct us we once more lost our way, but were fortunate enough to find the Bahia Blanca road without losing much time. Only slow progress could be made, but the vehicle reached Rio Colorado station averaging 20½ kilometres per hour, and this without doubt was the heaviest part of the road during the whole journey. The final stretch from Rio Colorado to Conesa was little better, fine sand, deep wheel tracks and brushwood country having to be traversed. Conesa was, however, eventually reached at 2.30 p.m. on the 14th April and, after one day's work, the vehicle was received, as giving every satisfaction, by the purchasers on the next day."

THE CEREMONY.

A Forecast for 2927 A.D.

It was to be a great day in Little Bumpstead, and all the village was early astir.

Bunting decorated the main street, flags flapped merrily in the breeze, and a great banner inscribed "Welcome to Little Bumpstead" was suspended at the entrance to the village.

For the Lord-Lieutenant of the county was paying an official visit to the village in order to perform a ceremony of interest to the nation at large.

It was two minutes to twelve, and the village green was a mass of close-packed humanity. A stand had been erected facing the church, in which were accommodated the elite of the countryside. At a little distance the village band was giving the latest selection from its repertoire.

On the Green.

A portion of the green immediately in front of the stand was roped off, and it was evident that this was the centre of attraction, for all eyes were turned towards it. A detachment of military kept the space clear with some difficulty, the outskirts of the vast crowd ever pressing inwards towards the centre. A double line of policemen held the crowd back to make a clear passage from the road near the church.

In the centre of the roped-off square was a shapeless something covered with sheets, in front of which a small wooden platform had been erected. It was evident to the meanest intelligence that an important unveiling ceremony was about to be performed.

A stir in the crowd betokened the near approach of the Lord-Lieutenant and his staff. The band stopped playing, and everyone craned their necks a little farther forward. The famous warrior mounted the platform with due ceremony, and the local dignitaries gathered closer.

So large was the throng that anyone on the outskirts could only have picked up a word here or there, but the import of the speech must have been plain to all.

"Great honour to me... important occasion... live in the memory of those present..." his oration went its usual flowery way.

"Pride of the country... historic monument... this unveiling ceremony..." the words floated on the breeze, and the crowd stood on tiptoe.

The Climax.

The great moment was imminent. Puffing out his chest for the final pronouncement, the Lord-Lieutenant took hold of the strings that held the veiling sheets in place. A hush fell on the assemblage.

"I have pleasure," he said, pulling at the strings, "in unveiling a treasured relic of the old days, one that is unique to this village."

The sheets fluttered to the ground.

"You see before you," he continued, "the last remaining village petrol pump of our ancestors, found bricked up behind a wall during excavation work."

For this was the year 2927 A.D., and the crowd, having applauded politely and inspected the ancient relic, unfolded their collapsible wings, switched on the etheric power, and floated gently away.

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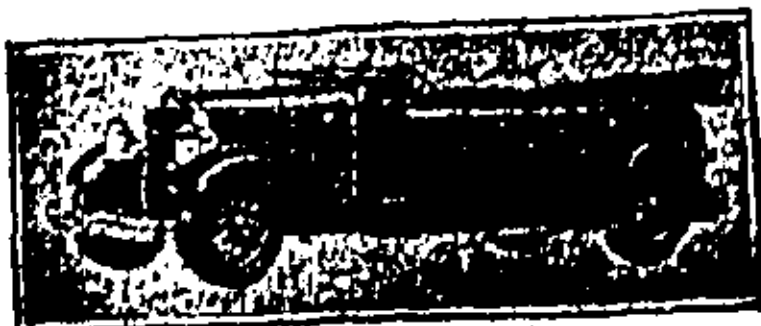
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16 enclosed models, 6 open models.4 wheelbase lengths.
Salon bodies.Twin Ignition motor.
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High compression.Bonnalite aluminum pistons.
(invar struts).7-bearing crankshaft.
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4-door Sedan.....1,350

Cabriolet.....1,395

NASH SPECIAL SIX:

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4-door Sedan.....1,625

Cabriolet.....1,615

NASH ADVANCED SIX:

7-seater touring.....1,750

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Prices for other models on application.

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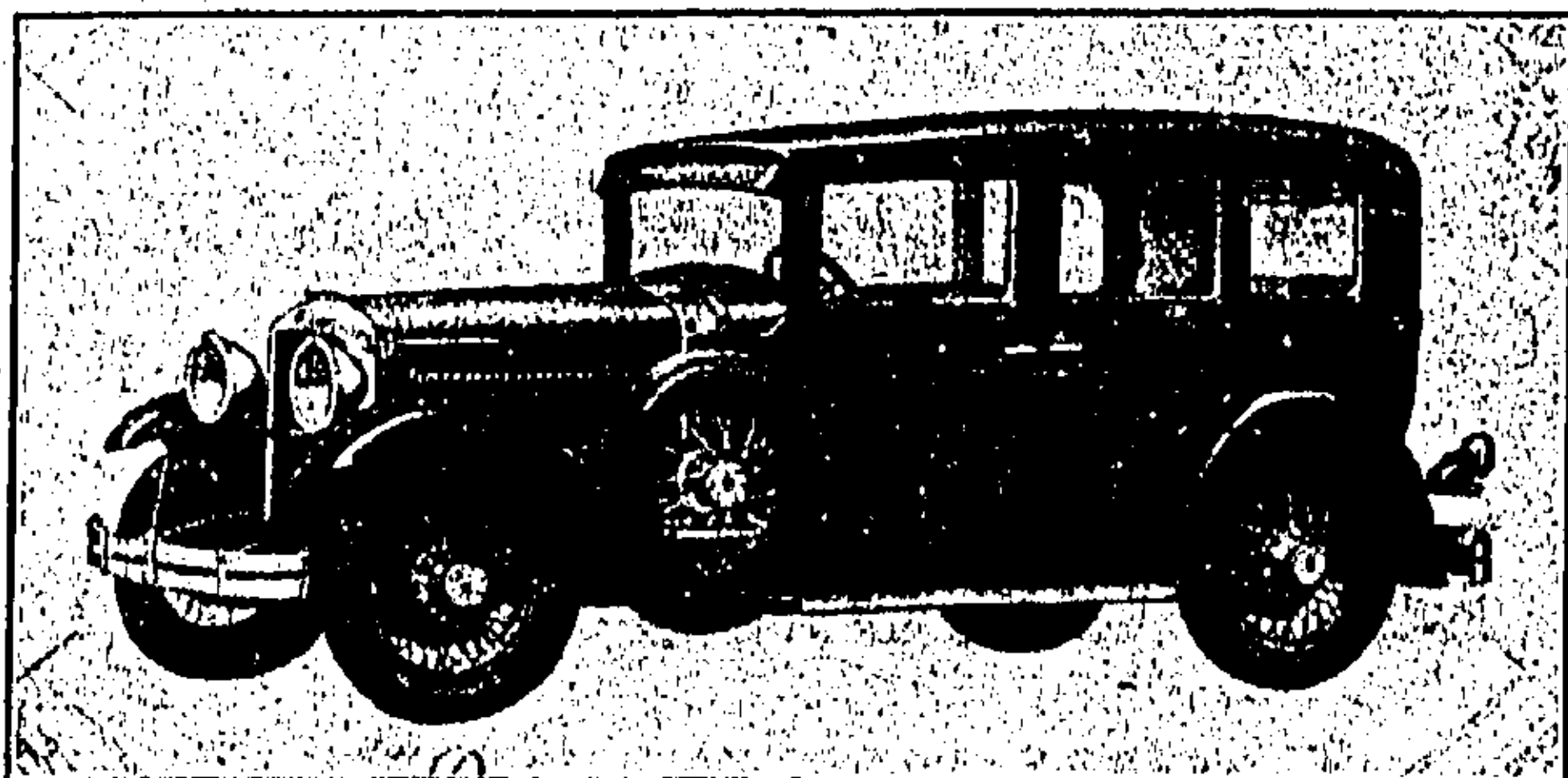
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MOTOR NOTES FROM GREAT BRITAIN.

[By R. A. C.]

A Magnificent Win.

There was no doubt whatever about the success of the recent Tourist Trophy race held in Ulster from the spectacular point of view for crowds of people, variously estimated at between 250,000 and 600,000, lined the course and occupied every point of vantage hours before the start. Their enthusiasm was amply rewarded by what was probably the most thrilling finish ever witnessed in a road race. Only 13 seconds separated the first and second cars to finish in a race totaling 410 miles.

The winning Lea-Francis was magnificently piloted by Kaye Don, who was able to give all his attention to the actual driving as the car itself had been very well prepared and gave no trouble. Throughout it ran well within itself and the regularity of its lap speeds was marvellous. The car, was, of course, the standard 1½ litre Hyper-Sports super-charged model exactly as sold to the public for £495, and had already achieved success at Brooklands.

The importance of components and accessories cannot be overestimated in a race of this nature where reliability is essential. It is not surprising therefore to learn that the Lea-Francis employed a Lucas magneto. K.L.G. plugs were fitted, as indeed they were to the first 11 cars to finish with one exception.

This British victory has certainly done much to change the ideas of those pessimists who saw in the foreign successes in Grand Prix the collapse of British engineering talent, though such achievements have often fallen to freck machines. In the Ulster T.T. the winner was a standard product as sold to the public.

A Well Deserved Reward.

In the International Coupe des Alpes an Accdes Six, the only all-British entry, driven by the Hon. Mrs. Victor Bruce, completed the course at the maximum speed and qualified for a cup. Unfortunately the car was run into on a mountain corner by a non-competitor and actually had one of the front wheels torn off. As outside help had to be called in to repair the damage, the rules prevented the award of a cup, but a special gold plaque was presented to Mrs. Bruce.

No less than ten Alpine passes were included in this Trial of 1,100 miles, including the Simplon, Furka, Stelvio and Tauern and gradients of 1 in 6 and even 1 in 3½, were encountered, yet not a drop of water was added to the radiator from start to finish. It is significant that out of 89 starters only 22 came in for a first-class award and nearly all these were big cars so that the performance of the Accdes is all the more remarkable.

Big Figures in Motor Industry.

The figures published by the Automobile Association with its 370,000 odd members concerning its activities during the August Bank Holiday period give some indication of the state of motoring in Britain now. The Home Touring Department issued no fewer than 32,000 holiday routes accounting for over 13 million miles and it is estimated that an average of 2,000 miles of prepared itineraries were issued to motorists by the A.A. during each minute of every day in July! During the week preceding the holiday 2,000 new members joined this useful organisation.

While on the subject of big figures it is worthy of note that more than 62,000 cars are sold, "serviced" or garaged in the course of a year by Shaw and Kilburn whose premises in Wardour Street are so well known to motorists visiting London. Overseas visitors are, of course, specially catered for by an arrangement by which, if a car is required only during a stay in Britain, a guarantee is given of a certain fixed price at which it will be bought back by the firm at the end of the period, thus eliminating a vast amount of uncertainty and worry.

No mention of big figures in the motor industry would be complete without reference to Singer and Co. who "from strength to strength go on." The accounts of the Company for the last year show a profit of over £171,000 as compared with £140,000 during the previous year. The dividend is again 12½ p.c. and, in addition, the Directors announce a cash bonus of 7½ p.c. Further it is proposed to make a bonus distribution out of reserves of one 7 p.c. preference share for every two ordinary shares. Twenty years ago 1,000 Singer shares could be bought for £100; to-day these shares have appreciated to over £20,000.

The last year was a record one in the annals of the concern despite the fact that the huge new works at Birmingham have only been in full swing for the last six months.

Next Year's Programmes.

Details of some of the 1929 programmes are already to hand and an interesting addition to the existing range of products manufactured by the Arrol-Johnston and Aster Engineering Co. is the Arrol-Aster straight-eight model of 23 h.p. This has, of course, been evolved from experience gained with the 17-50 h.p. 6-cylinder, which has sold very well during the year. As in the smaller car a single valve engine is employed, the type being remarkable for silence and simplicity, while a considerable amount of maintenance work is eliminated, there being, of course, no tappets to adjust or valves to grind in. The owner driver will certainly appreciate the silent-bloc rubber bushes to the springs and Enots one-shot system of chassis lubrication.

The Talbot 14-45 h.p. 6-cylinder model was a success from its first appearance at the 1928 Olympia Show, and it is not surprising therefore, to learn that at this year's Show there will be no change in model or price. There will, of course, be a few detail improvements, but it is highly satisfactory to know that this successful "Six" will otherwise remain unchanged.

Cars for Police and Soldiers.

An interesting order for Jowett cars consists of 14 cars for the use of the Metropolitan Police, these comprising thirteen 4-seaters and a van. All these are fitted with a patent free-wheel device of the Humphrey-Sandberg pattern, which is said to result in a gain of from 15 to 20 p.c. in petrol consumption, so their performance will be watched with particular interest. This is, of course, by no means the first order for Jowetts from the Police as a large number have been in use for some years.

The War Office has shown its satisfaction with Armstrong-Siddeley cars in the most practical way; by a repeat order. As the result of the Army Council's two years' experience with a long 20 h.p. 6-cylinder model, sixteen more cars of the

same type have been recently ordered.

Commercial Vehicle Activities.

It will doubtless be remembered that, owing to alterations in the company's policy, the large Southall factory turning out Associated Daimler vehicles reverted recently to the Associated Equipment Co., Ltd. and the two partners, the "A.E.C." and the Daimler Co. became responsible for their own individual productions. Mr. Norman Hardie, who is responsible for the commercial interests of the Associated Equipment Co. has now left on an extensive six months' tour in connexion with the development of Overseas business. The itinerary of the tour will include Egypt, India, Malaya, Dutch East Indies, Australia, New Zealand and, possibly, South Africa.

The acute Tram versus Bus controversy is being tackled in a progressive spirit in Glasgow where the Tramways Department recently ordered 100 Leyland "Titans," the two axle double-decked bus type, at a total cost of £165,500. The buses are no longer to be limited to use as "feeders" to the trams but will serve new routes and housing schemes and add to the general transport facilities of the City. All the buses are to be delivered before the end of the year and this enterprising move of the Tramways Dept. will be no doubt closely watched.

The lowest covered-top double-deck bus yet constructed, by the way, is the Karrier six-wheeler, which can operate over routes where bridges are very low. With a frame level only 2 ft. 1 in. from the ground and mounted with a special body, this type accommodates 48 passengers and has an overall loaded height of only 12 ft. 10½ in. There are no steps between the ground and loading platform and a single step gives access to the lower deck which

TOM HEENEY'S CHOICE.

Likes His Whippet.

When Tom Heenev left his native land for America, he arranged with the Wellington (N.Z.) distributors of Whippet-Overland products to deliver a Whippet sedan to him in New York. The following cable received from Heenev gives his opinion of the car:—"It is a privilege to inform you that I am very much pleased with the Whippet sedan which I purchased from you, and which was recently delivered to me in New York. Of course, I am taking the Whippet back to New Zealand with me, and I am sure that I will get a lot of pleasure out of driving this remarkable car."

NOT SO FAST.

Thirteen per cent. of New York state's traffic violations last year were speeding offences.

santa 28 passengers. There are seven steps to the upper deck which is fitted with 20 bucket seats.

The 6-wheelers which the Albion Co. have just delivered to the India Office were of a particularly interesting type. In order to give the maximum loading space the driver's seat was placed in a forward position on the right of the bonnet. In a special test the vehicles proved highly efficient, the excellent cooling system being an outstanding feature. In one of the tests a temperature of 100 degrees Fahrenheit was artificially produced and the machines proved capable of developing full power without overheating or boiling. Such a performance ensures a high standard of efficiency under tropical conditions.

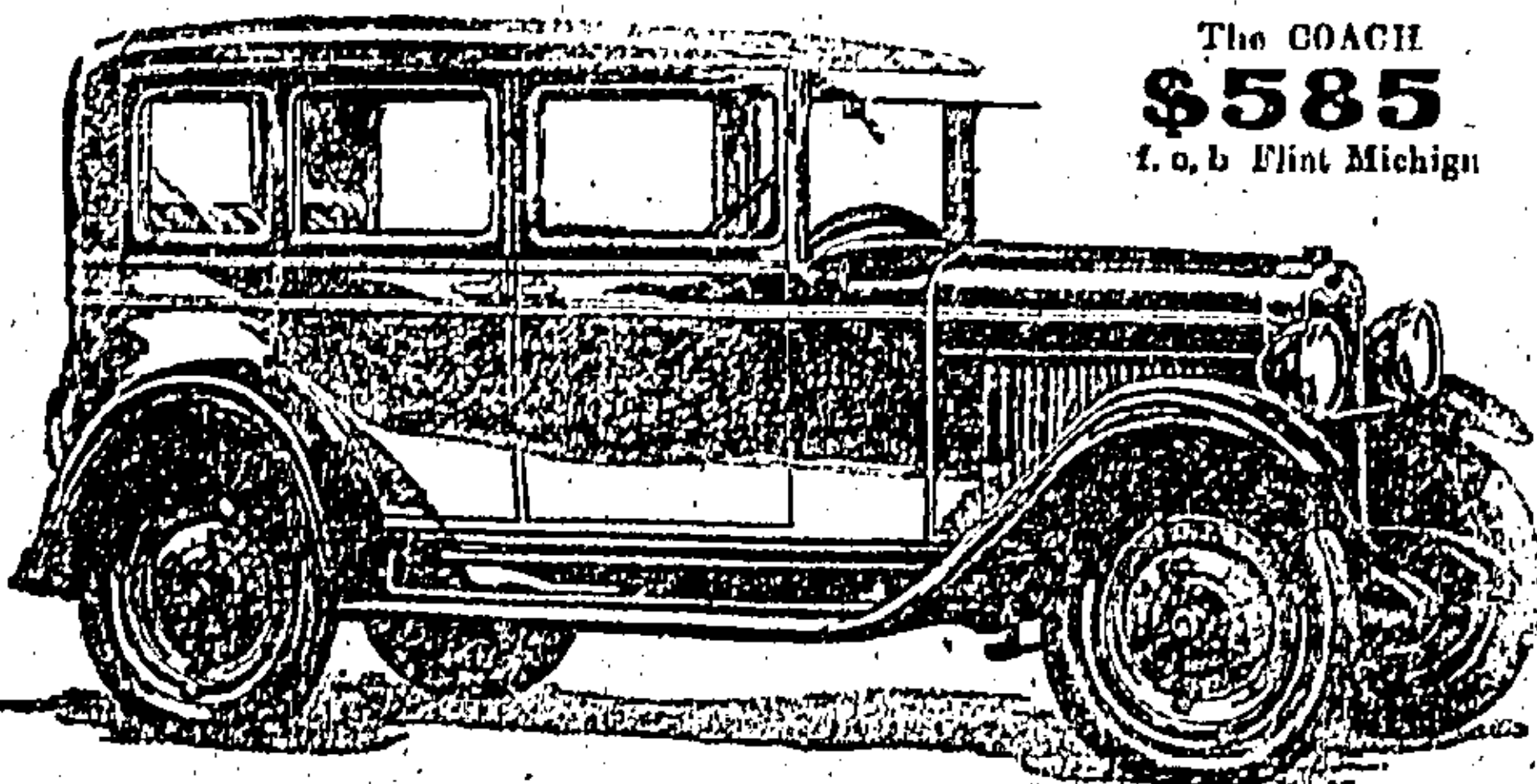
for Economical Transportation



10 Big Reasons why Chevrolet is First Choice of the World for 1928!

With over 750,000 new Chevrolets on the road since January 1st—an average of more than 30,000 new owners each week, to-day's Chevrolet, by a tremendous margin, is first choice of the world for 1928!

If you do not know all that today's Chevrolet offers, come in and study this sensational automobile. See how completely it provides the ten great basic factors which automobile buyers everywhere are now demanding! Satisfy yourself that the purchase of a Chevrolet assures you more automobile and more all-around satisfaction than you ever thought possible at prices so amazingly low!



The COACH
\$585
f.o.b. Flint Michigan

1. DESIGN For fourteen years Chevrolet has followed a policy of constant progress in engineering, with the result that to-day's Chevrolet is modern in every detail of design.

2. APPEARANCE To-day's Chevrolet provides beauty of design and proportion to an exceptional degree because Chevrolet has at its disposal the unmatched facilities of the Fisher Body Corporation.

3. FEATURES Because the Chevrolet Motor Company has both the desire and the ability to provide quality features typical of the finest cars, to-day's Chevrolet is everywhere regarded as the world's most luxurious low-priced automobile.

4. PERFORMANCE Chevrolet's amazing performance is the result of a valve-in-head motor whose power is a matter of worldwide fame and whose map and smoothness are secured by alloy invar-strut pistons, large valves with mushroom type tappets, accurately counter-balanced reciprocating parts, and an extremely efficient fuel carburetion and distribution system.

5. COMFORT The Bigger and Better Chevrolet is built on a 107" wheelbase, equipped with four long semi-elliptic springs set parallel to the frame. The seat cushions are provided with deep, resilient springs. This is a comfort combination unmatched in any other car at such low prices.

6. HANDLING EASE For ease of control Chevrolet design incorporates a full ball bearing steering gear, smooth-shifting transmission, light pedal action clutch and big non-locking four-wheel brakes.

7. ECONOMY Chevrolet owners enjoy true economy of operation because of such modern features as pump circulation of oil and water, oil filter, air cleaner, ultra-efficient carburetion, crankcase breathing system and thermostatically controlled cooling.

8. MAINTENANCE Chevrolet enjoys a world-wide reputation for low maintenance costs because it is basically rugged in construction, built of the finest materials with the most modern precision equipment and embodies the results of millions of miles of testing at the General Motors Proving Ground.

9. RESALE VALUE Chevrolet's resale value is unusually high because Chevrolet's rugged construction assures many thousands of miles of dependable transportation while Chevrolet's style is so advanced that it maintains its good appearance for years.

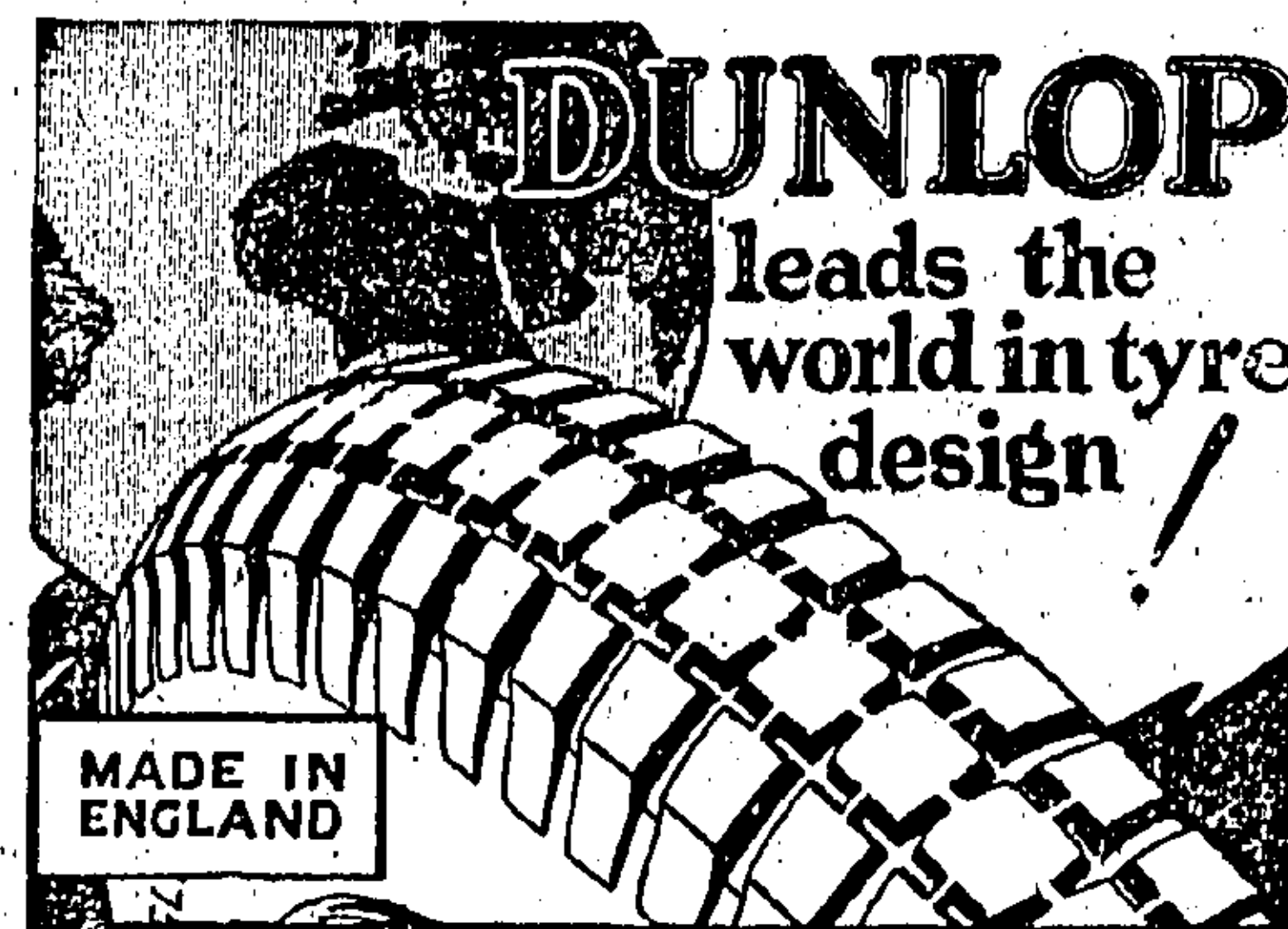
10. PRICE As a result of worldwide popularity and tremendous production from fourteen great modern plants, Chevrolet is able to offer these beautiful modern cars at these amazing low prices.

The Touring	\$495	The Imperial	\$715
or Roadster		London	
The Coach	\$585	Utility Truck	\$520
The Coupe	\$595	(Chassis Only)	
The 4-Door	\$675	Light Delivery	\$375
Sedan		(Chassis Only)	
The Convertible			
Sport	\$695	All prices f.o.b.	
Cabriolet		Flint, Michigan	

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leads the
world in tyre
design!

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the Villiers 2-stroke and the M.A.C. 4-stroke.

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Hill-Climb, please call for a trial
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THERE'S only one way to learn the exact condition of your eyes,—have them examined by an expert!

CONSULTATION FREE.
HONGKONG OPTICAL CO.
55, QUEEN'S ROAD, CENTRAL.



Hongkong Telegraph.

Pictorial Supplement

October 13th, 1928.

TO OUR READERS

We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



Miss Albuquerque (representing Portugal), and Miss Barbosa (representing Britannia), in the Portuguese Pageant at the Grand Tattoo. (Photo: Ming Yuen).



A recent snapshot of the late Mr. D. C. Jones, who was Chief Officer of the s.s. Anking and who was killed by pirates during the recent outrage on that vessel.



The local hockey season has opened well, some keen games having already been played. The above snapshot was taken at King's Park during the game between the Hongkong Hockey Club 2nd team and the H.K. and R.G.A.



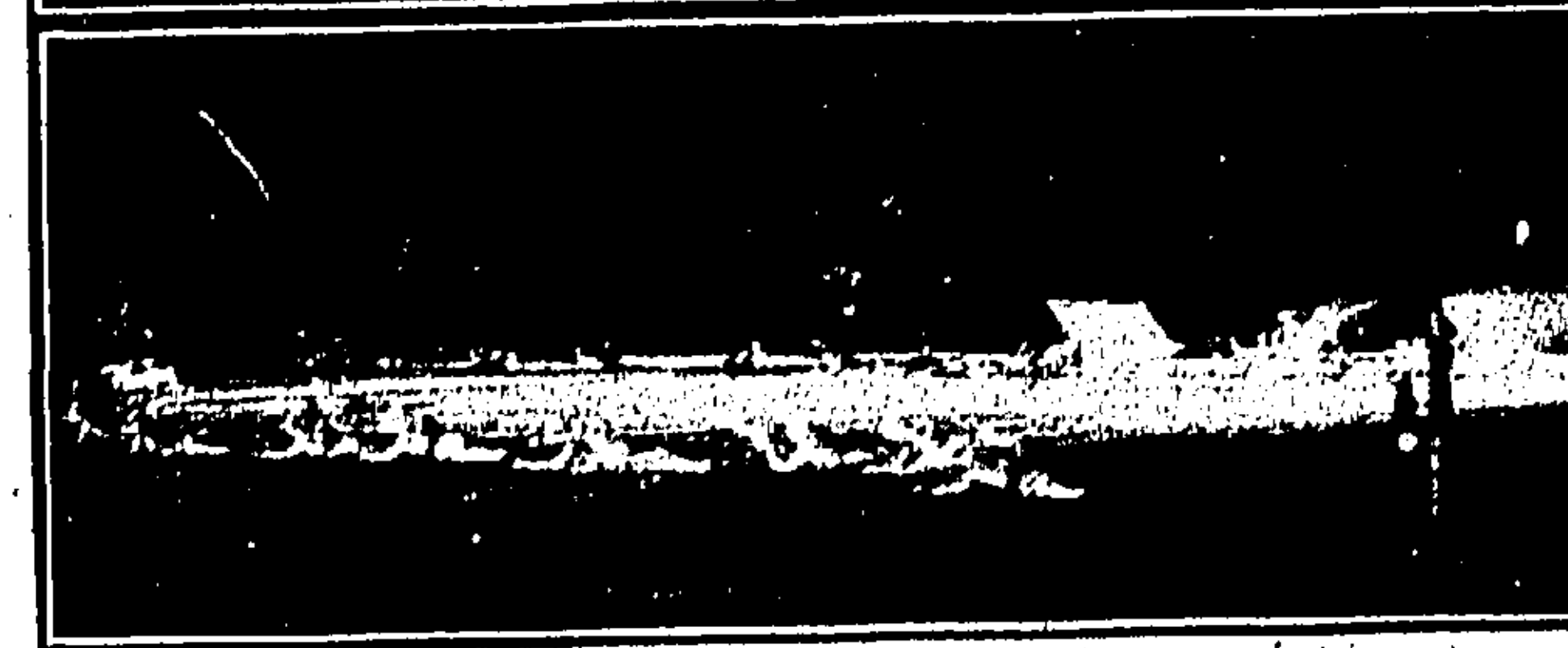
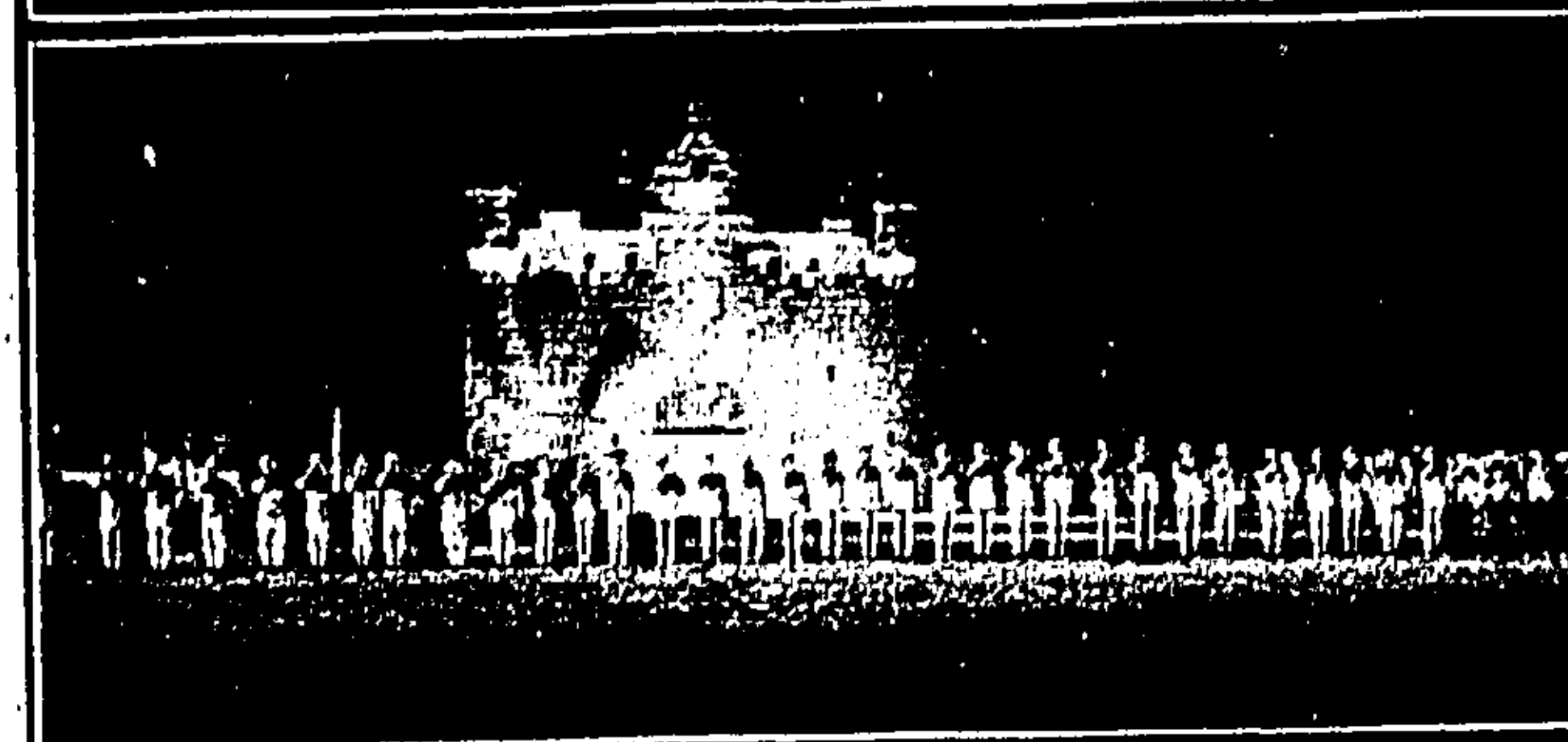
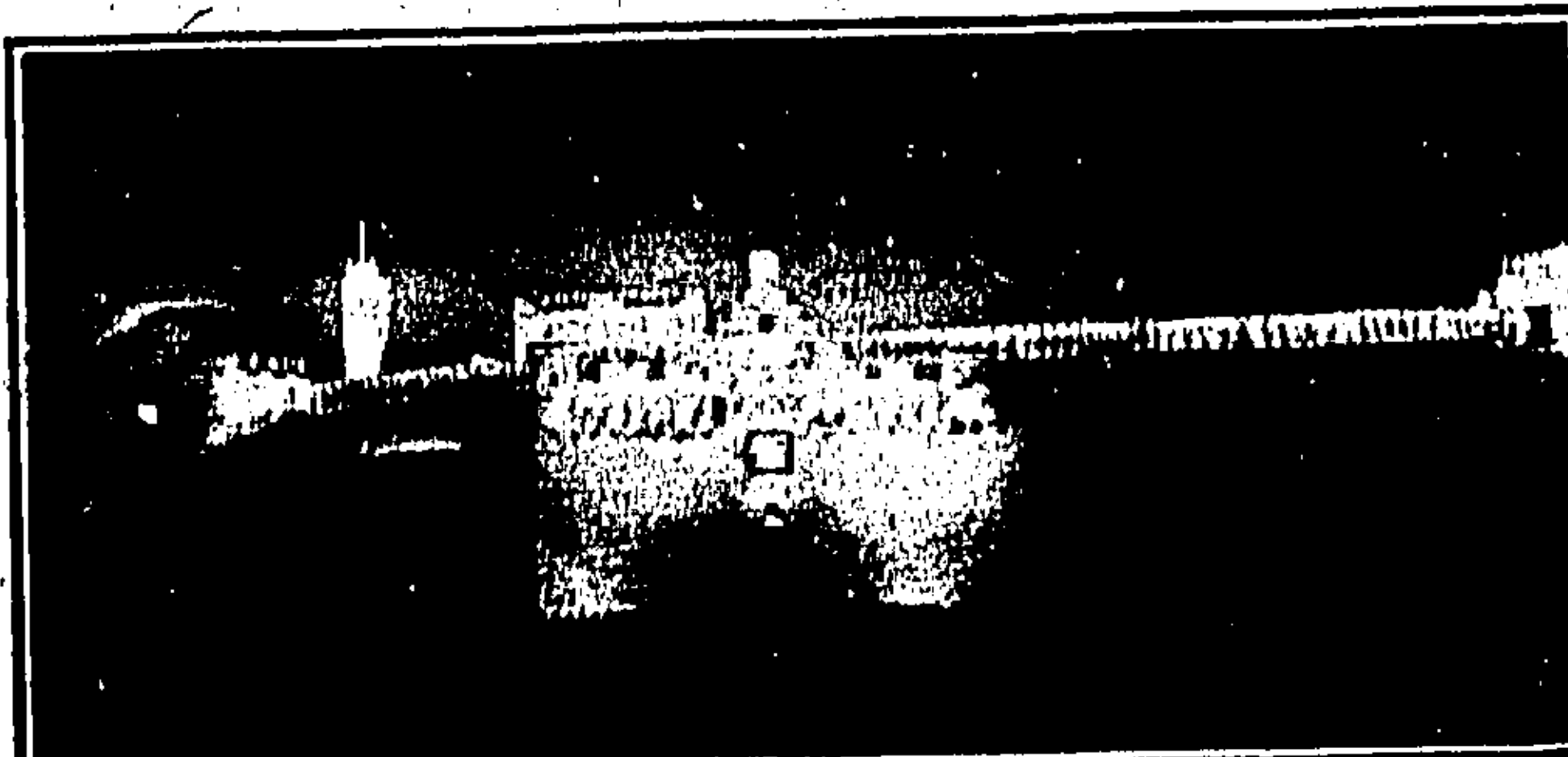
Mr. C. Gordon Mackie, this year's Chieftain of the Hongkong St. Andrew's Society.



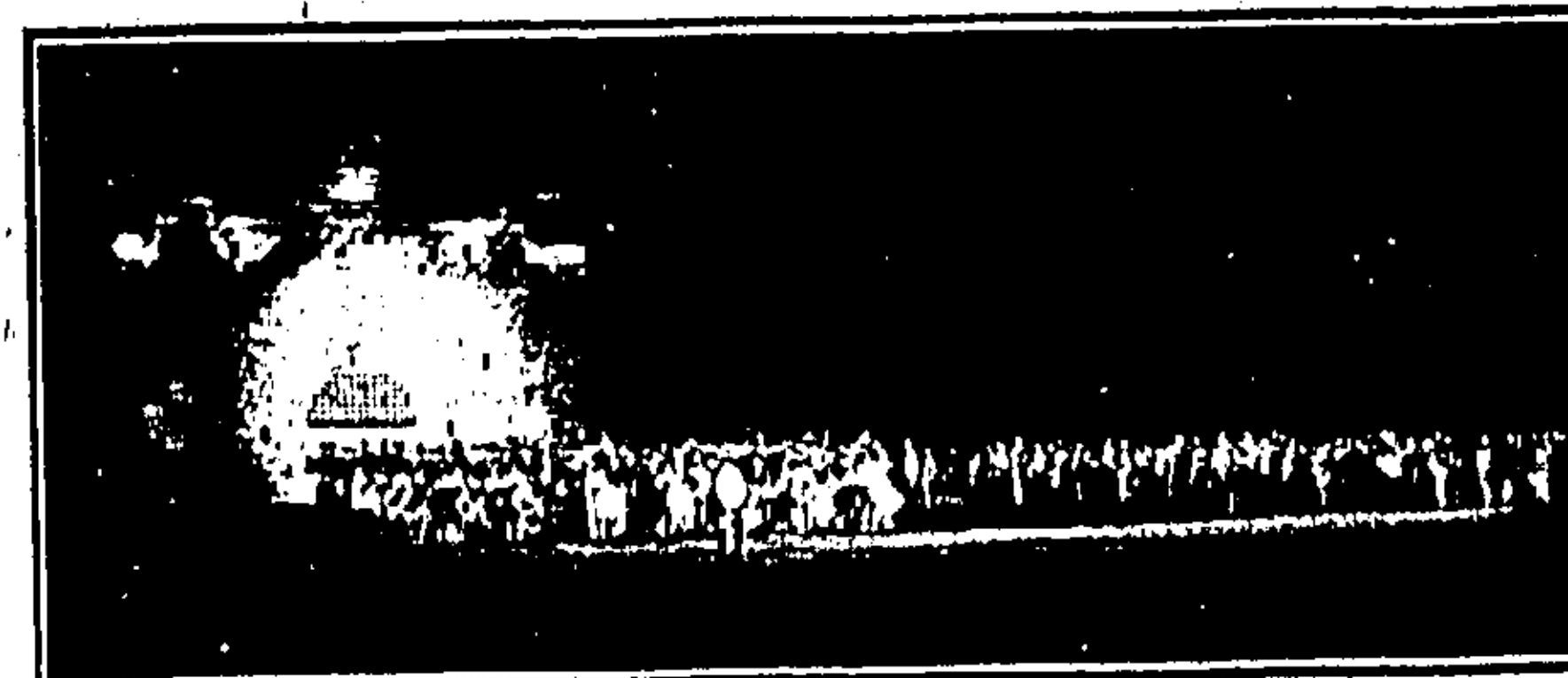
Machine guns, artillery, Vorey lights and rifles combined to give a realistic effect in the modern battle scene enacted at the Grand Tattoo. Our picture, taken during the height of the "battle," shows the attack in progress. (Photo: Mee Cheung).



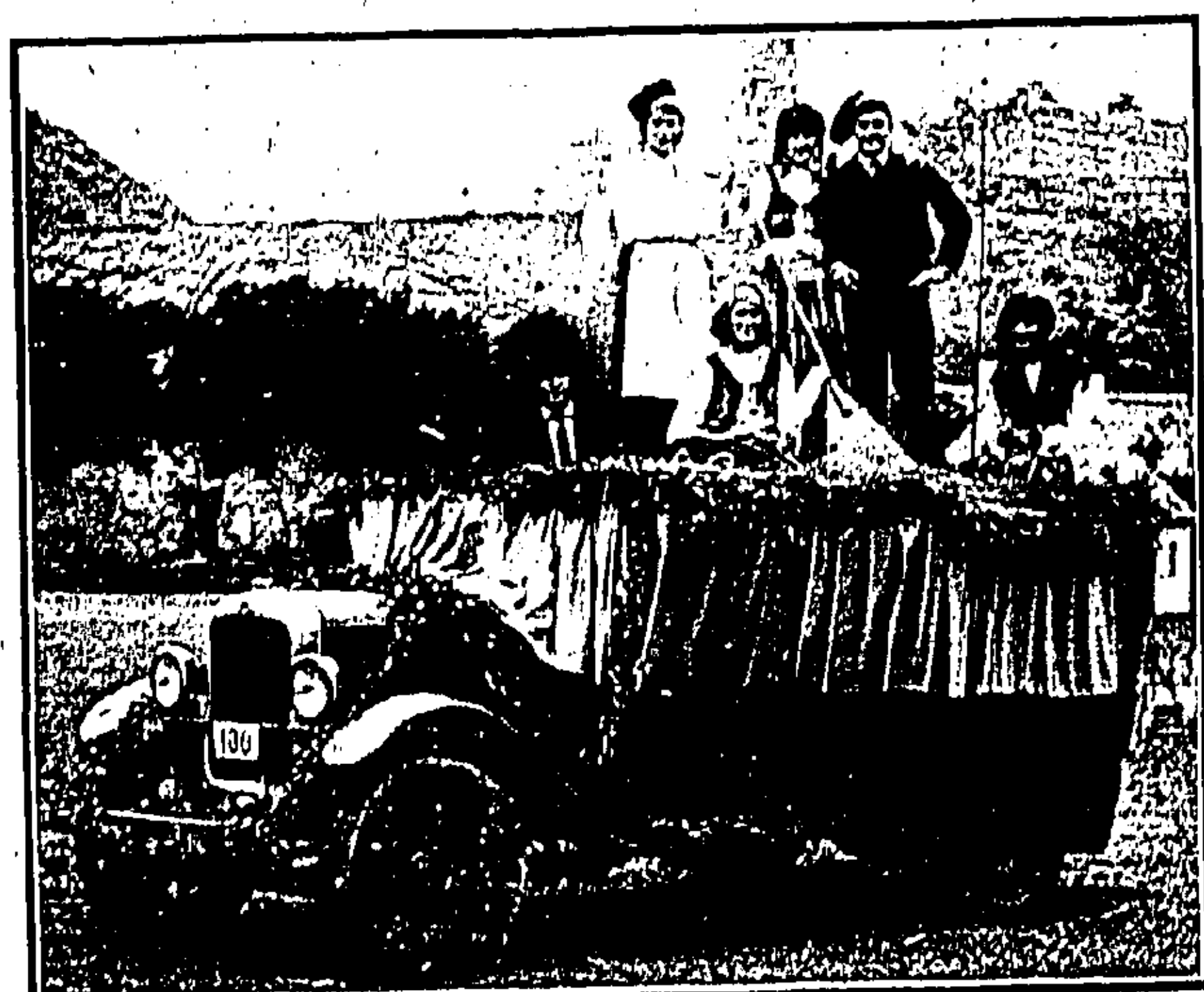
The massed bands and drums, under Bandmaster W. H. Fitz-Earle, playing in the centre of the arena at the opening of the Tattoo. (Photo: Mee Cheung).



The final scene at the Tattoo—the lining of the battlements of Edinburgh Castle—is shown at top. In the centre is to be seen the massed buglers sounding the "First Post" at the opening of the Tattoo; whilst in the bottom picture is seen an incident in the exciting battle scene. (Photos: Mee Cheung).



The Drums and Pipes of the 1st Batt. The Queen's Regiment beating "Tattoo" during the opening of the Grand Tattoo. (Photo: Mee Cheung).



One of the decorated motor cars which took part in the procession at the Grand Tattoo.



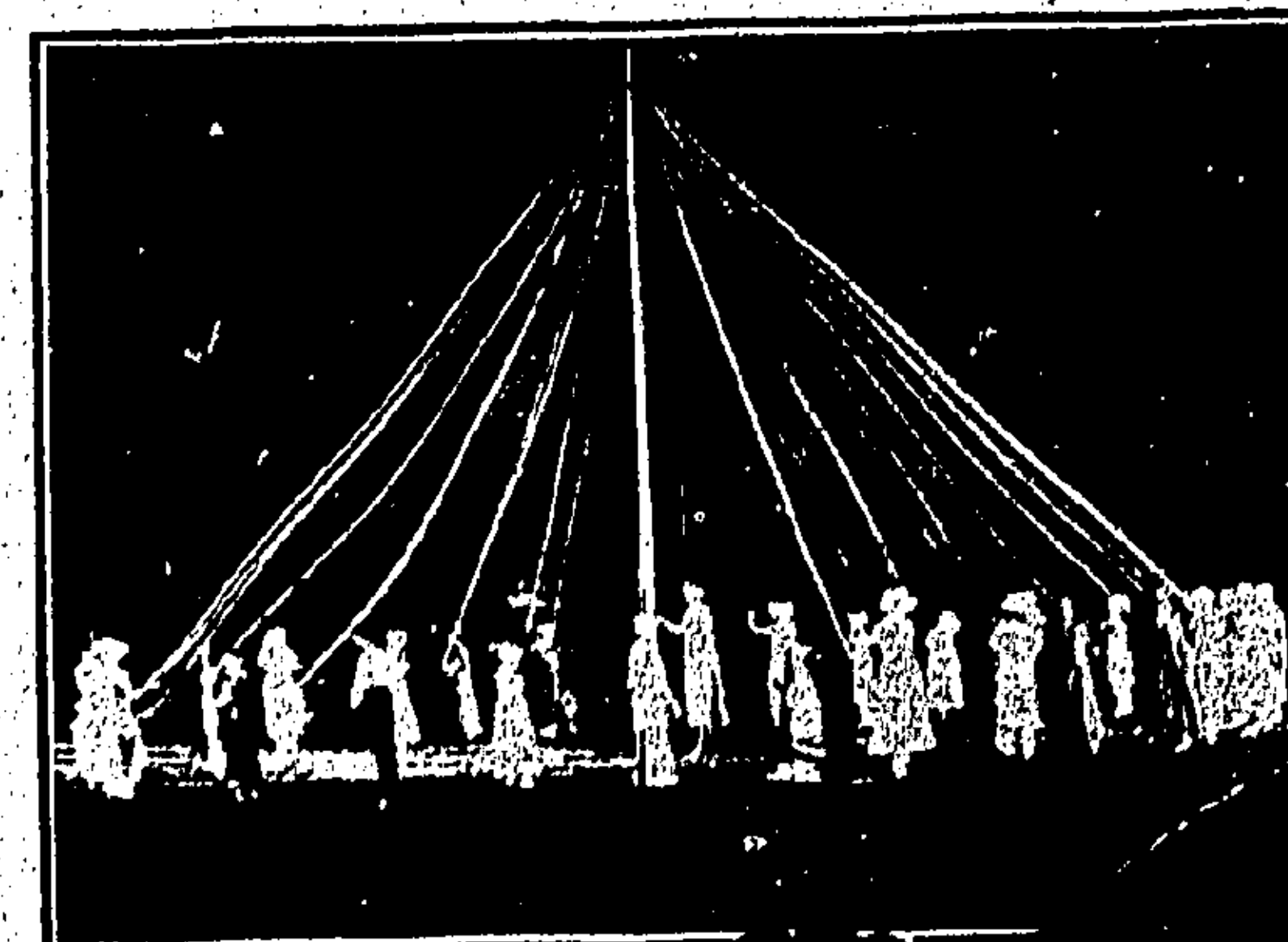
Striking representation of St. Andrew, in the decorated motor car procession at the Grand Tattoo. (Photo: Ming Yuen).



The final tableau at the Grand Tattoo. (Photo: Mee Cheung).



A picturesque impression of the scene in "The Gathering of the Clans" at the Grand Tattoo. (Photo: Mee Cheung).



The children of Garrijo at the Grand Tattoo. (Photo: Ming Yuen).

CHATS ON PHOTOGRAPHY

2.—PORTRAITURE IN THE OPEN AIR.

(By J.O.W.)

Why is an amateur's snapshot so much more charming than an elaborately finished studio portrait of the same person?

The answer is "atmosphere."

The professional may produce a photograph that has better technique, but he invariably fails to infuse into it that indefinable quality which we call charm.

The atmosphere of a studio with its strong unusual lighting, its stage like properties, its imposing apparatus and the fact that a perfect stranger is operating, all helps to produce a profound feeling of camera-consciousness. The sitter is obliged to set up a pose and posing is an unnatural trait to all who are outside the "movie" profession; so the operator delicately poses his subject according to his idea of composition. Charm is not within his province. His result shows an unnatural stiffness and an empty wooden stare.

On the other hand, the amateur has the advantage over the pro-

fessional for he is almost always a friend of the sitter, and a care-free feeling exists from the start. He also has opportunities of studying the moods, mannerisms, and the more charming characteristics of his sitter.

For instance, what is simpler than for a girl to unobtrusively manoeuvre into the right position to take a picture of her father sitting in the garden, smoking and reading in the cool of the evening, calling on him to look up just at the psychological moment as she presses the button?

And where will you find a more charming picture?

It is, then, up to the "button presser" to master the art of applying the correct exposure, the use of the largest aperture and the essential features that are necessary for good composition.

Good pictures are not the result of mere chance. There is no sense whatever in haphazardly snapping off half a dozen exposures in the vain hope that at least one of them will prove satisfactory. There is no reason why every picture you take should not be a good one. It is only by the amount of thought, patience and attention of detail before pressing the button that will ensure a good result. Nothing can be done afterwards to alter the impression on your film.

The composition of a picture shows the taste and individualism of the operator. No two persons will take the same viewpoint and it is this infinite variety of taste that makes photography such a fascinating hobby.

In composing portraits in the open air, the first essential is choice of background. It has the making or marring of a picture. Countless films have been spoiled by inattention to background.

A sitter who is facing the camera squarely rarely makes a pleasing portrait. A half profile should be taken as ideal, as the modelling is always better. It puts character into a picture.



Direct sunshine in tropical latitudes is your enemy! Why?

Owing to the strength of the invisible ultra violet rays, it causes violently harsh contrasts between the high lights and the shadows, thus preventing that softness of gradation in tones which is the very essence of good portraiture. It causes the eyes of the sitter to be screwed up to mere slits and the eyes are the soul of a picture.

To sum up; the ideal conditions are therefore, diffused lighting, preferably in the evening; a carefully selected background; half profile naturally posed and modelled; absence of camera consciousness. With full aperture and the longest possible exposure that can be given without moving the camera, you will find you are on the right road to confidently expect a vast improvement in results.

quickly than boys, because they find it harder to sink temporarily in the social scale and cannot take the indifferent lodgings that a man will endure. One well versed in the care of these young people has advised immigrants to the "world's richest city" not to come without an assured sum of five pounds a week, until at least the first stress is over.

But in spite of these reported hardships the lure remains. And no wonder.

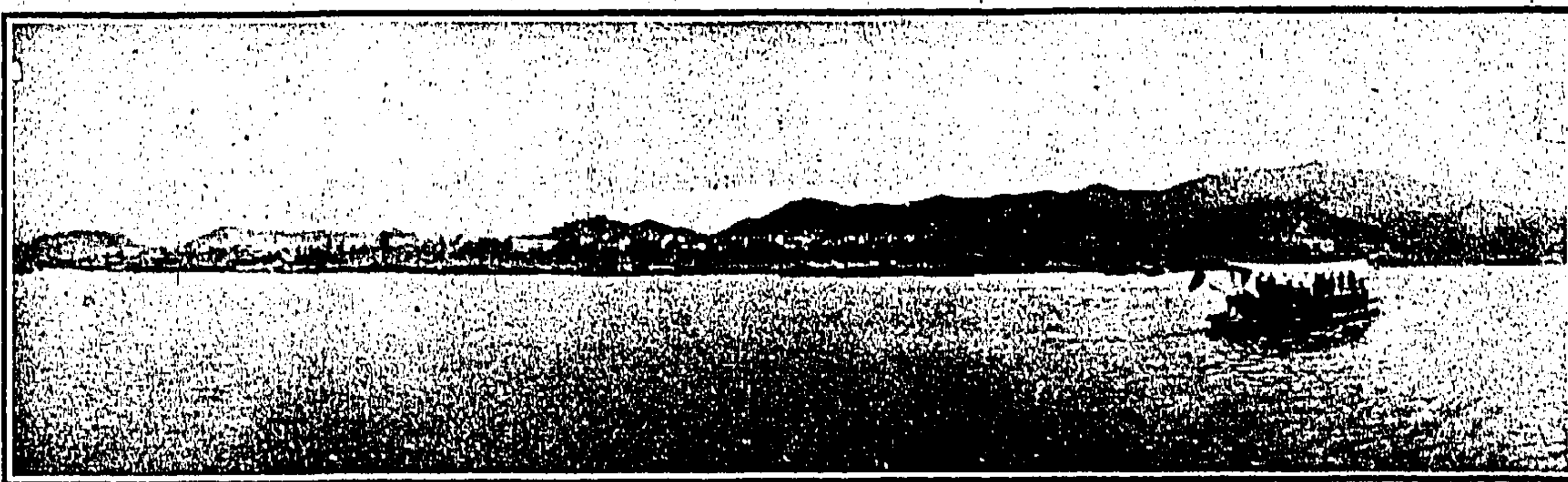
Take the story of Mary Ryan, a saleswoman with a palatial office on Fifth Avenue, who, after only three years at her present business, has turned over \$220,000 worth of trade.

It is a Cinderella story, too, for Miss Ryan went to work at the age of eleven. She took a humble job in a business and began work in night classes to give her a knowledge of book-keeping and type-writing.

She graduated from her first job the office of an interior decorator and learnt so much about the business that when her employer went to Europe on his annual visits he would leave her in charge. Then she tried to stand on her own feet by means of a ten-shop. But that gave her only experience and no financial profit. She entered life again as an employee by working as travelling saleswoman for a firm that sold small gifts suitable for the person or as additions to house furniture. She moved in a world of knock-knocks that carried her from one side of America to the other.

At last, three years ago she tried her fortune again, single-handed. The result was immediate success, and now she controls her own salesmen. She looks down on Fifth Avenue, proudly conscious that she is one of those who have made good in New York.

PICTURESQUE KWANGSI.



Wuchow, the Gate-City into Kwangsi Province, is situated on the West River at the junction of that stream and its tributary, the Fuh River, or Kwei River as it is often called. Wonderful progress has been made in the City, which now bids fair to become a really modern centre. On the foreshore may be seen buildings belonging to the B.A.T., A.P.C., Standard Oil Co. and quarters for foreign members of the Staff of the Maritime Customs. Floating wharfs of the various steamship companies may also be seen.

A TRIP TO JAVA.

HONGKONG PARTY'S EXPERIENCES

(By J.D.B.)

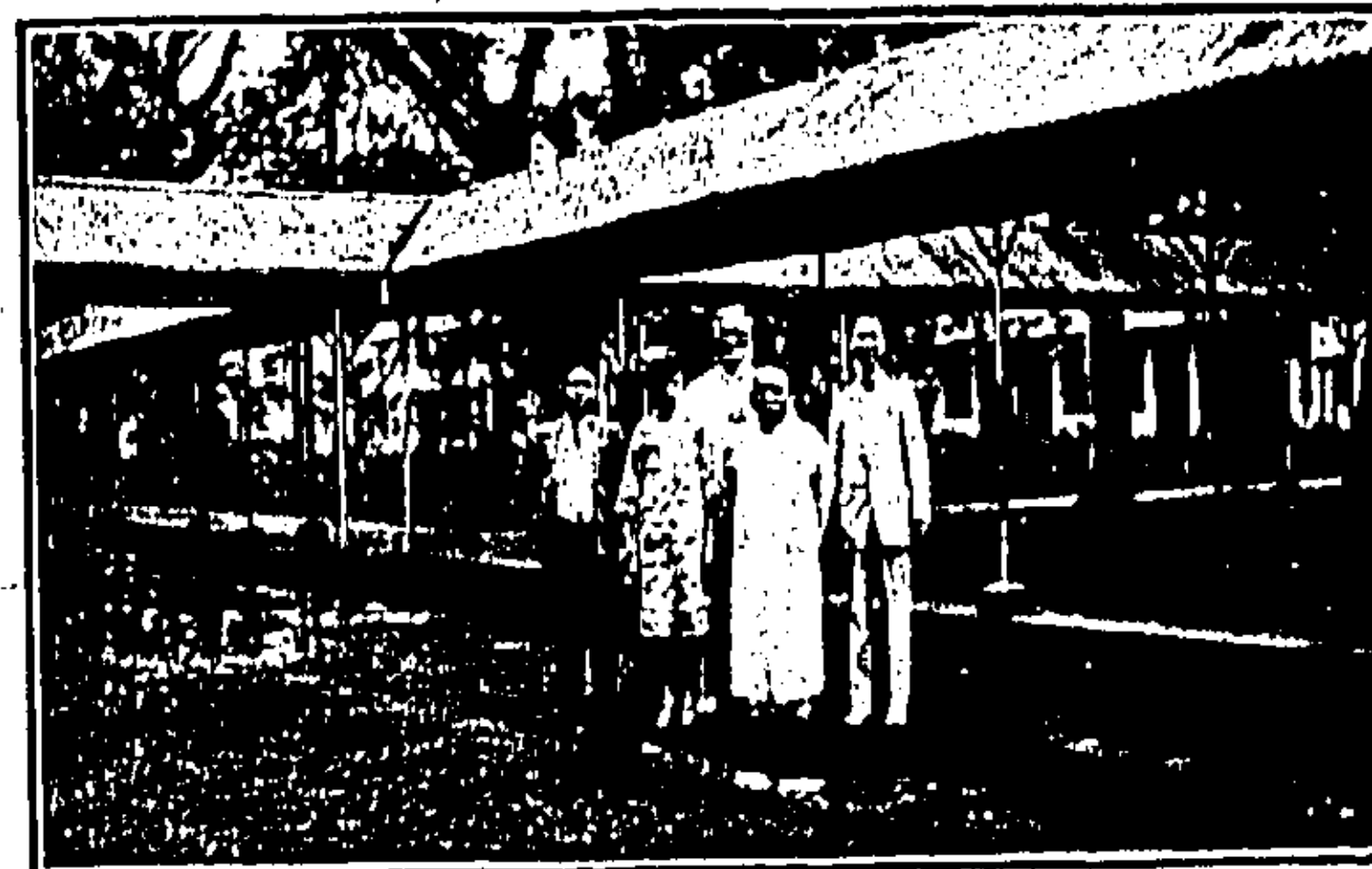
The celebration of the twenty-fifth anniversary of the Java-China-Japan Line recently evoked some pleasant memories of a tour that a small party of us made through the Dutch Indies.

Our impression of a country is much like that of a book or a person, as Walter Pater says in one of his essays—whether it is favourable or unfavourable depends in a measure on the precise moment of its falling on our way. Often by some happy accident, an impression is left that counts for much.

It was by a happy accident that the few of us started out together from Hongkong in the early part of June on the s.s. Tjikembang to seek change of air and scene down on the Equator. The idea of visiting Java in mid-summer might sound ridiculous. But few seem to know that the best part of the year is during the dry monsoon, when Java is free from the discomfort of equatorial rainfall. Someone said to me jokingly that to go about Java in a motor car during the rainy season is not as adequate as in a submarine.

The trip down to Java took about a week; nevertheless, the time spent on board did not seem to hang heavily, what with the genial companionship of the few passengers, combined with the affable Captain and his staff, who were anxious to make our trip both pleasant and enjoyable. In short, congeniality was such a predominant mood on board that in some

diplomatic privileges accorded to a distinguished member of our party, namely, Sir Shouson Chow, we were exempt from paying the deposit of 100 Guilders, as required of all foreigners, and also from opening up our grand array of luggage. Not that we had need for fear; but that we would wish to be spared



Sir Shouson Chow, Mr. Kwok Sit Law and his party at Hotel Des Indes, Batavia.

ed of endless trouble. Afterwards, the party of us drove from the quay to the Hotel Des Indes, which, with its beautiful array of rooms, bungalow-like style, overlooking a garden with plenty of trees and flowers, struck us as rather picturesque and cosy. The Hotel is being extended, and upon completion, will no doubt be still more attractive to the tourists.

During our first few days in Batavia, we were worried about the language complexity, as Malay and Dutch appear to be essential. Some of us lost no time to arm ourselves with a handbook on Malay. Despite all our efforts in that direction and notwithstanding our ability to say after a brief while "Pagi Lekas" (go fast), or "Terima Kasih" (thank you), or "Bijgaos" (good), or "Ayer Panas" (hot water), or "Ayer Iya," we could not expect to be proficient within a few weeks even with a simple language like Malay. The visit to the Dutch Indies, induced me to gain a nodding acquaintance with the Dutch language. My scanty knowledge of German stood me in

English books. A Dutch professor of Oriental languages, whom I met on the Tjikembang to Java, told me that he learned English when he was a mere boy in the grammar school. He is to-day a man still under thirty and yet is a master of several European languages, in addition to a knowledge of Arabic and Javanese.

(To be continued)

THIS RESTLESS AGE.

Is not the motion, rush, and restlessness promoted by the motor bikes rushing through our streets and country lanes on Sunday enormously stimulating current restlessness? That also effects the whole question of games; how far to use just and reasonable recreation so as not to increase that restlessness which is the bane of our age, and to recover, somehow or other, a capacity for being still without being bored or idle.—The Archbishop of York.

BRITISH GIRLS CAN DANCE

By Princess Seraphine Astaflova.

(Principal of the Chelsea Academy of Russian Dancing, whose team of twelve British girls won the International Cup at the first Dancing Olympiad in Paris recently.)

Where did this fallacy originate—that British girls cannot dance? Obsessed with the idea that to be a dancer one must be a Russian, the British public ignore the wonderful talents of their own girl artists. They do not realize that two essentials, and two alone, go to the making of a dancer—a well-proportioned body and correct training methods. Given these, with a genuine love of the art, girls of every nationality have equal opportunities of winning fame on the stage or dancing floor.

And what tremendous natural advantages British girls possess. Beautifully proportioned, they seem built to become a nation of dancers. "But," croaks the pessimist, "British girls have not the true artistic temperament."

How such remarks infuriate me. For what is this "temperament" but the instinct to express thoughts, ideas, emotions in movement? To argue that from childhood the English girl is trained to conceal and suppress her feelings is beside the point. At the outset this inbred reserve fetters the artist, but it cannot stifle creative instinct. For in every one of us smoulders the latent power of self-expression. It is for the teacher, searching her pupils' inner consciousness, to coax the spark into a blaze.

Technical ability alone will never raise a dancer above the level of an efficient machine. True poetry of movement combines perfect technique with sincere and sympathetic interpretation of the human emotions.

And, here to my mind, lies the secret of the British dancer's failure. At the expense of intensive technical study, the emotional side of her training is too often neglected, permitting her innate reserve to interpose between the artist and her chance of success.

A CINDERELLA STORY.

THE GIRL WHO BEAT NEW YORK.

(By W. F. Bullock.)

New York is always named the city of opportunity but it is too often forgotten that this Eldorado on the mighty Hudson breaks as many hearts as a Colorado mine will do.

Two hundred thousand young people come into New York each year seeking fame and fortune. Two out of every nine are beaten in the first month and flee the city that they have learned to hate.

Others fall into routine jobs and become part of that great machine that keeps New York's business going, but they make no fortunes. Girls give up the struggle more

quickly than boys, because they find it harder to sink temporarily in the social scale and cannot take the indifferent lodgings that a man will endure. One well versed in the care of these young people has advised immigrants to the "world's richest city" not to come without an assured sum of five pounds a week, until at least the first stress is over.

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At last, three years ago she tried her fortune again, single-handed. The result was immediate success, and now she controls her own salesmen. She looks down on Fifth Avenue, proudly conscious that she is one of those who have made good in New York.



Interior of Museum in Batavia.

respects we felt like being together in an excursion on a private yacht. We conversed jovially, exchanged views on various things, trivial and profound, and enjoyed music as though we were at home. As a consequence, it seemed but a brief while before we reached Sumatra, where our comfortable liner was to land two hundred or more contracted labourers for the tin mine in Banka, an island off the coast of Sumatra. I watched with no inconsiderable interest the transferring of these Chinese miners from the ship to a large barge, which took them ashore to the tin mine region.

I am told that there are about 20,000 Chinese in the tin mines of Banka. The Dutch aver that these workers in the tin mines are well taken care of by the Government. Each man receives \$1 or more a day, with food and lodging found. Even amusements, such as the cinema, are provided for them. Some of these labourers could return to China at the end of three years with substantial savings, if they did not fall into the habit of gambling.

After the call at Banka, we arrived quite early the following morning at Tandjong Priok, the landing place, some twenty minutes' drive from Batavia. Upon arrival, we experienced no inconvenience of any sort in the hands of the immigration and customs officials. Thanks to the



Another view of Batavia Museum.

good stand, and speaking from experience, one of the finest incentives to keep up an interest in a new language is to commit to memory some of the familiar proverbs. While travelling on a train to East Java one day, I had an interesting hour memorising such familiar proverbs in Dutch as: "All beginnings are difficult," "Beter een vogel in de hand dan tien in de lucht" (one bird in the hand is worth ten in the bush), "Oost west, thuis best" (east, west, home is best). Some of the above words are not so very strange to English-speaking people. The Dutch for "all" spells with an

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If you "CATCH" it from the Dairy Farm
It's sure to be good.

Fresh stocks of the following constantly arriving—

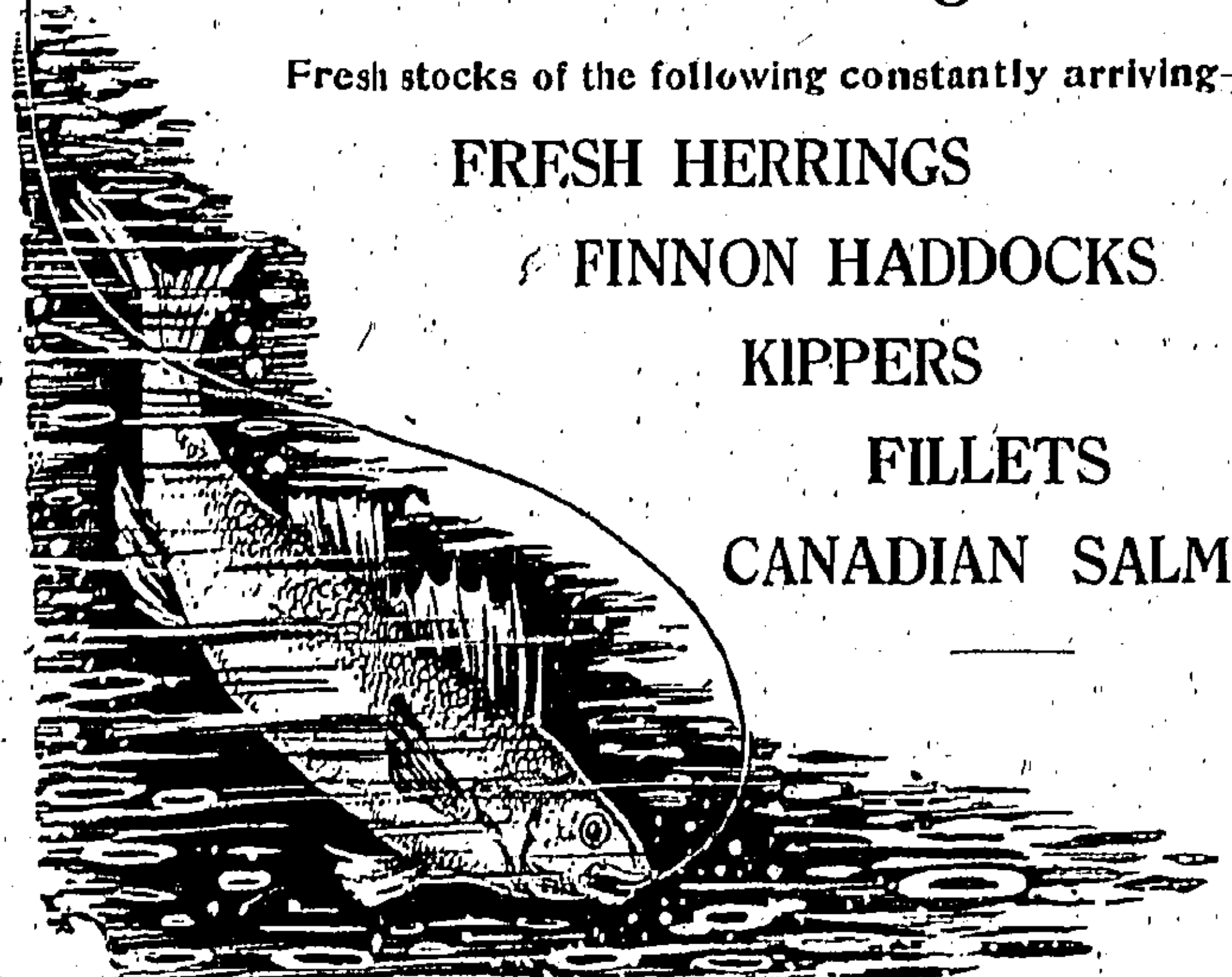
FRESH HERRINGS

FINNON HADDOCKS

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GLOVES

For Day or Evening Wear

Among the many things selected by our Buyer, Miss P. Webster, now on Home Leave, is a choice collection of Gloves.—

Just to hand.

Lane, Crawford's LADIES' SALON,
MEZZANINE FLOOR.

HAT THOUGHTS FOR FALL

WOMAN'S FANCY
GENTLY TURNS
TOWARDS NEW
CHAPEAUX

Elegance Abounds
In This Black Felt
Mushroom Hat With
Peacock-Silhouette
Brim and Rose Pad
Feather Decoration

This is the New
Navy Blue Velour
"Town Cap" With
Tri-Color Banding

Modified Beret
In Platinum
Shaded Felt
With Decided
Movement
Down Right

A Black Velour
Dutch Turban
With a Feather
Front Ornament
In Black and White

Soft Tan Soleil Turban
With Dipping Sides
And a Rosette Shading
From Rose Through Rose-
Beige to Tan

Triple Chic Turban
Of Hatters' Plush
In Marron Brown . . .
Its Ornament Is a
Golden Question Mark

HATS are very "different" this autumn. In silhouette, media and colour they have grown vastly subtle and feminine.

The new felts are beautifully soft and pliable and lend themselves to draping, tucks and manipulation.

New media include hatters' plush, that luxurious material that is lovely and voluptuous enough looking to make any model of hat fashionable regardless of line or decoration. Soleil, a fine, thin fabric that came into popularity last season, is with us again, in colours appealing to the eye. Velvets are promised for later in the season, as is velour.

Browns are likely to be the popular colours this autumn, with copper, cinnamon, red-brown marron the likely shades. New greys include an "off-black" which in other years was called "dark smoked-grey." Striking reds include mahogany and auburn.

THREE types of hats offer themselves as guide posts to chic in the selection of early autumn hats.

There is a tendency in all the small hats to shorten the front crown line, toward shallower front lines and longer backlines, with the hat rounding well under the bob in the back.

For the provocative type of off-the-face hat that is youth personified in its cut, nothing could be smarter than the chic black velour at the left centre. The shallower crown is emphasized by the way in which what would have been a brim is thrown back decisively against the crown. A feather ornament in black and white emphasizes the off-the-face line by being exactly in the centre of the hat.

Here is a hat for the very young matron, for the pert college girl, and for the more sophisticated woman who happens to be blessed with regular and delicate features. For any woman who just isn't the type, so to

speak, the wearing of a hat of this style would be fatal. It is smart only when the right person enhances her personality with it.

Four different hats illustrate the cloche variety that favour one side for trimming. Newest of this type is the modified beret. French workmanship at its best. For there is skill in the way the bits of platinum shaded felt are joined.

This modified beret has a decided down-on-the-right-side movement. The bandeau effect fits the head tightly, in much the same way the skull caps under the big Spanish hats did this summer. From this bandeau the little tam rises in tailored svelteness on the left side, to dip nonchalantly over the ear on the other side, and a bit at the back.

At the upper right we have a new little cloche, called the "town cap." It is a navy blue velour, with modernistic bandings of tri-colour around its crown and dipping down irregularly as do both its sides. The red-white-blue scheme promises to carry over into winter much of its popularity from summer, with either red or blue as the fundamental colour, the others decorating it.

This little "town cap" is ideal for costume wear, with a sumptuous fur snuggled around one's throat while she speeds in her limousine shopping, or to luncheon.

New in three ways is the feminine marron brown hatters' plush turban shown at the lower left. In colour, in medium, and in the little novelty trimming it achieves in its golden eternal question that loops down on the right side from an ear-flap of the brown, it is up-to-the-minute.

This is a smart hat for travel, worn with a cloth dress with some of the new metal lace as a collar, for instance. It is a smart costume hat, also, for its line allows space for a coat's

collar, or it fits tightly enough to suit a fur. Here we have the lower crown, especially in the front. And above all we have the emphasis on one-sidedness that seems so popular this season.

IN the tan hat that combines rose, beige and rose-beige in its trimming, we have a radical change in line. This soleil hat, shown in the centre of the page, manipulates the crown to effect a decided off-the-face effect. Then it dips its sides irregularly, rounding the back much deeper than most hats are wont to do.

Its decorative rosette of self-material makes it a fussy-feminine hat, the kind that is winning more and more, ardent advocates. It is impossible for a woman to look plain in such a delicate, ornamental hat. Yet it is simple enough to be almost tailored. Such is the subtle change in hats!

Last comes the dressy autumn hat, the third type of new hat mentioned today, the hat with a brim that takes a downward path.

This hat, shown at the upper left, follows the peacock silhouette so dear to the heart of women in their evening gowns, now. Its backline is deeper than either side. Likewise the front of the brim is shorter, just as the new frocks have now shorter fronts.

For trimming, this black hat has a smart rose feather pad that cuts through the brim on the left side, hugging Milady's cheek in an intriguing manner and giving colour and beauty thereby.

This type of hat promises a vogue for afternoon wear. It is vastly becoming to women. And it is elegant, with a feeling of leisure moments, far from crowds, in its size and decoration. It is decidedly the type of hat a woman would love to own, the kind she will dream of buying when she has a couple for hard street wear already on her shelf.

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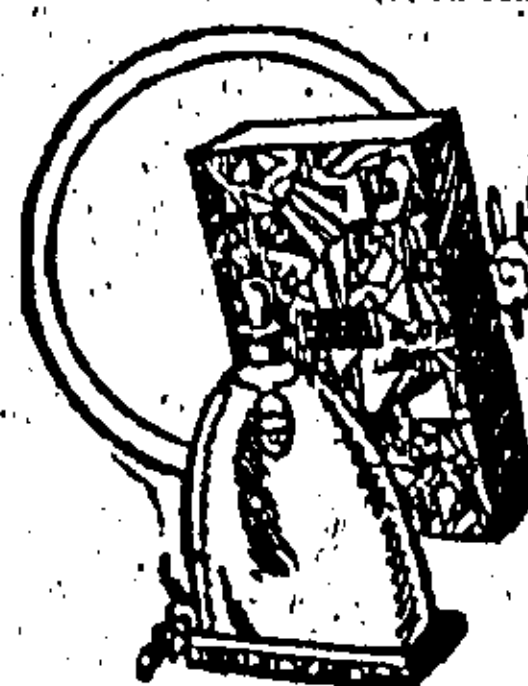
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Hongkong Telegraph

Pictorial Supplement

October 13th, 1928.

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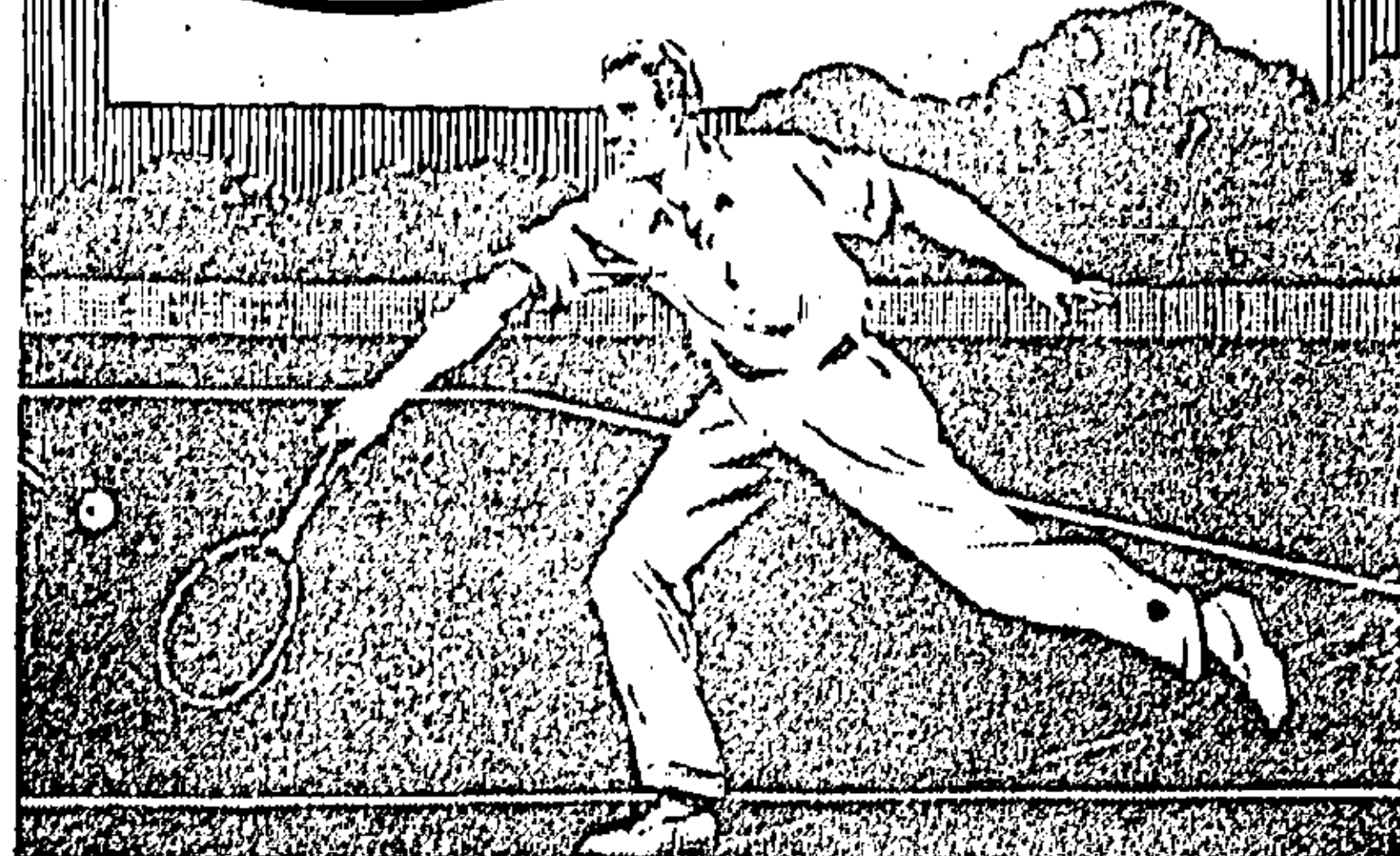
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GENT'S OUTFITTING DEPARTMENT.

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Group photograph taken at the wedding of Mr. A. M. Tyo, of the American Express Co., and Miss E. M. Lau, which took place recently at the Roman Catholic Cathedral.



Another of this season's local football teams—the 2nd team of "D" Company, the Queen's Royal Regiment. (Photo: Ming Yuen).



Children taking part in the procession of Our Lady of the Rosary, at Kowloon, on Sunday last. (Photo: Mee Cheung).



On Saturday morning last the children of the Garrison School held their annual aquatic sports in the V.R.C. Bath, some very good racing being seen. Our pictures show the group of competitors, and the start of one of the girls' races. (Photo: Mee Cheung).



Miss Daisy O'Keefe and her Morris dancers and friends, who gave a dancing exhibition on the second night of the Tattoo. (Photo: Ming Yuen).



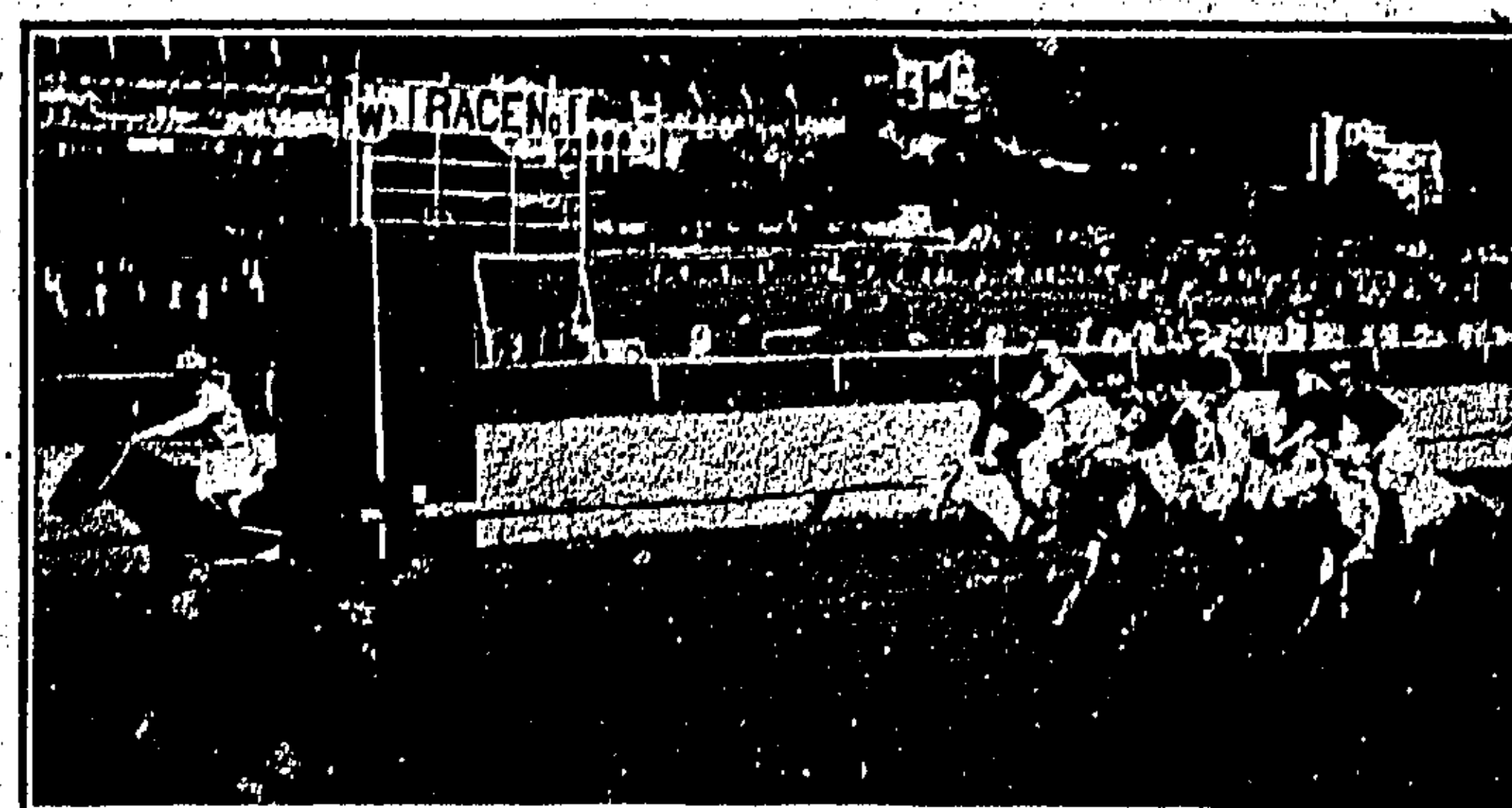
A record dividend of \$2,574 was paid when "Ace of Spades," seen above, won the first race on Saturday last. (Photo: Mee Cheung).



Bishop Vallorta taking part in the procession of Our Lady of the Rosary at Kowloon, last Sunday. (Photo: Mee Cheung).



Dr. J. H. Sanders, who is going Home on retirement to-day, after many years' service at the Matilda Hospital. (Photo: Ming Yuen).



"Ace of Spades" passing the winning post in the first race last Saturday. (Photo: Mee Cheung).

NOTHING LIKE A CHANGE.

From a Mosquito's Point of View.

BY FRED GILLET.

(By arrangement with the "Morris Owner")

Here I am again. You may have thought I was dead, but a mosquito takes a lot of killing. For instance, this spring the College of Pestology organised a raid in Epping Forest against my kindred, sending an army of boy scouts to spray stagnant pools with insect-killer.

I have been through it. I am case-hardened. I have fallen into a petrol tank, got sucked through the carburettor into the engine, and forcibly expelled through the exhaust pipe. I admit I am a nuisance. I have been described as "the arch-enemy of silk stockings." I find ankles quite to my taste. Yet I have one good point. You must agree that in getting inside an engine and recounting my personal experiences thereof I am obtaining a mosquito's-eye view of internal combustion which you could not obtain yourself.

A Friendly Overture.

This summer I got into close touch with a nice young fellow

who was satisfactory in nearly every way. He dressed well and had a nice taste in silk socks. But we all have our faults—like crack tennis players—and he had his. He had no ear for music. My own idea of melody is a quiet, monotonous hum. I have hovered round his ear on a balmy summer's evening, humming my even-song, and his only response has been a slap at the lobe of his ear and an exclamation, "Dat that gnats," or words to that effect.

Noises Off and On.

Nevertheless, Egbert Gritwell (that is my mosquito owner's name) must fancy himself as a jazz musician, for he is always producing weird noises from the interior of his car; sometimes a metallic clink from the engine, sometimes a squeak on the brakes. But his chief performance of instrumental torture is on the gearbox. Whenever he comes to a steep gradient he pulls that ever with the knob on it, causing

a horrid rasping noise. I think he does not realise that a gearbox is not a musical box. At one time I tried thrusting my proboscis into his car every time he produced this gear-changing discordance, hoping that he might feel it, as it were, as the prick of conscience. But no. He seemed too thick-skinned, and in my black list I wrote him down as Hard-Boiled Egbert.

My curiosity about the gearbox noise was piqued, so I determined to get right inside the trouble, and, if possible, cure it or him.

It is not so easy, even for a mosquito, to gain admittance to a gearbox, but by waiting my opportunity I managed to slip in with lubrication. As I could not carry out my survey in the dark I persuaded my old friend the glow-worm to accompany me as an inspection lamp. He objected that he was feeling fat and unfit and flabby. Said he needed sunbathing treatment. Asked if a gearbox could be guaranteed as a health resort for glow-worms, I assured him that he needed a change, that I would see him through his trouble and get him well—that is, well-oiled. So he agreed. It was a tight fit squeezing him inside the gear-chamber, but eventually he accumbent to pressure, and I was able to say to him "Meredith, we're in."

In a New Light.

Meredith's (an unusual name for a glow-worm, isn't it?) face lit up. In fact, the whole of his body lit up and showed us the interior of the gear-chamber, traversed by two parallel shafts, bearing various sized pinions. That, I explained to Meredith, was the orchestration. We took our seats on one of the pinions, and I warned Meredith that we might have to shift our perch suddenly when the music started, because as soon as Egbert moved the gear lever two of these pinions would get into mesh, and if we were not careful we should get into a mesh, too.

In due course we heard Egbert press the electric starter and one of the shafts (the one connected with the clutch) began to revolve. As we were sitting on that shaft we quickly transferred ourselves to the other shaft (the one that led to the differential), which was stationary. We heard Egbert withdraw the clutch, the revolving shaft slowed down and a little pinion on one shaft slid quietly towards a big pinion on another. I saw our danger and told Meredith to jump to the next pinion before we were reduced to a pulp of glow-worm and mosquito mince-meat. We were just in time—at least I was. Meredith, being sluggish in his movements and

having no wings, managed to leave a small but brilliant portion of his incandescent anatomy between the two gear wheels now in mesh. Egbert let the clutch in and both shafts began to revolve.

All Change.

At the same time I saw that our position on the second gear wheel was threatened. Another gear wheel was sliding towards us (or we to it). I shouted to Meredith to jump clear, and we landed on a third pinion just in time. There was a harsh grating noise, like an argument between two cornerbacks. Egbert had got into second. Meredith was slow in jumping and came, in a bad second, for he left some more of his luminous anatomy on the second gear wheel. Before I had time to ask poor old Meredith whether the change was doing him good there was another raucous grating sound. I flew to the only remaining pinion (it must have been the reverse). Egbert had forced his way into top by sheer brute force.

I called out, "Meredith, where are you? How do you like these sudden changes?" But answer came there none, and I then noticed that the six gear wheels were all coated with a kind of luminous paste. That was Meredith. He had got himself into a mesh, been filmed flat, and was now distributed irrefragably. The unfortunate accident entirely spoilt him as a glow-worm, but added considerably to his value as an inspection lamp, because as the gear wheels were now coated with a thin, phosphorescent veneer, consisting of the late Meredith, I was able to see exactly what happened when Egbert jerked the gear lever—on rather what ought to have happened, but didn't.

Of course, it is easy to be wise after the event, and it was soon obvious to me, as it is to you, that the inharmonious blacksmith noises which Egbert produced every time he changed a gear were due to the fact that he tried to force one pinion into mesh with another while they were both circulating at different speeds; instead of decelerating, accelerating, or both, according to whether the shift from the engine needed speeding up or slowing down.

Gnashing of Teeth.

If only Egbert could have been inside that gearbox and seen the terrible wear and tear to the delicate dentistry of the gearbox's teeth he would have paused before setting a gearbox's teeth on edge. The oil in the gearbox was speckled with minute particles of metal that had been scraped off the pinions. I thought to myself, "Oh, would some power the able give Egbert to see the inside of a gearbox as a mosquito sees it!"

I had seen enough. Besides, it was getting dark, for the glowing remains of Meredith were losing their luminosity. I made my way out by crawling along the engine shaft, and slipping out by the clutch the next time it was withdrawn from the flywheel.

On the Knee.

I was all over oil, oil mixed with atoms of steel. I could not speak to Egbert Gritwell, but I could at least give him a souvenir of my visit, so I went and sat on his knee to dry my wings. Later, while I was having a double Scotch, so to speak, off his ankle (for he wore tartan socks that day) he looked down and saw a patch of gritty oil on the knee of his new light grey suit, and he made a few very cursory remarks.

The gearbox had, as it were like a curse, come home to roost on his new trousers. If that blot of oil could have spoken it would have said: "Egbert Gritwell, you are a very particular chap about your clothes, and would never wear trousers frayed at the edges; why then do you wear a car with frayed edges on its gear wheels?"

ACCESSORIES.

FOR SALE—Storage batteries, Lucas bulb horns, Sparton electric horns, wrenches, jacks, pumps, brakelining, tyre paints and patches, spark plugs, cutouts, ammeters, windscreen wipers, &c., &c. Prices exceptionally low. Inspection cordially invited. The Hongkong Motor Accessory Co., 1st floor, Bank of Canton Building. Tel. C. 577.

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.



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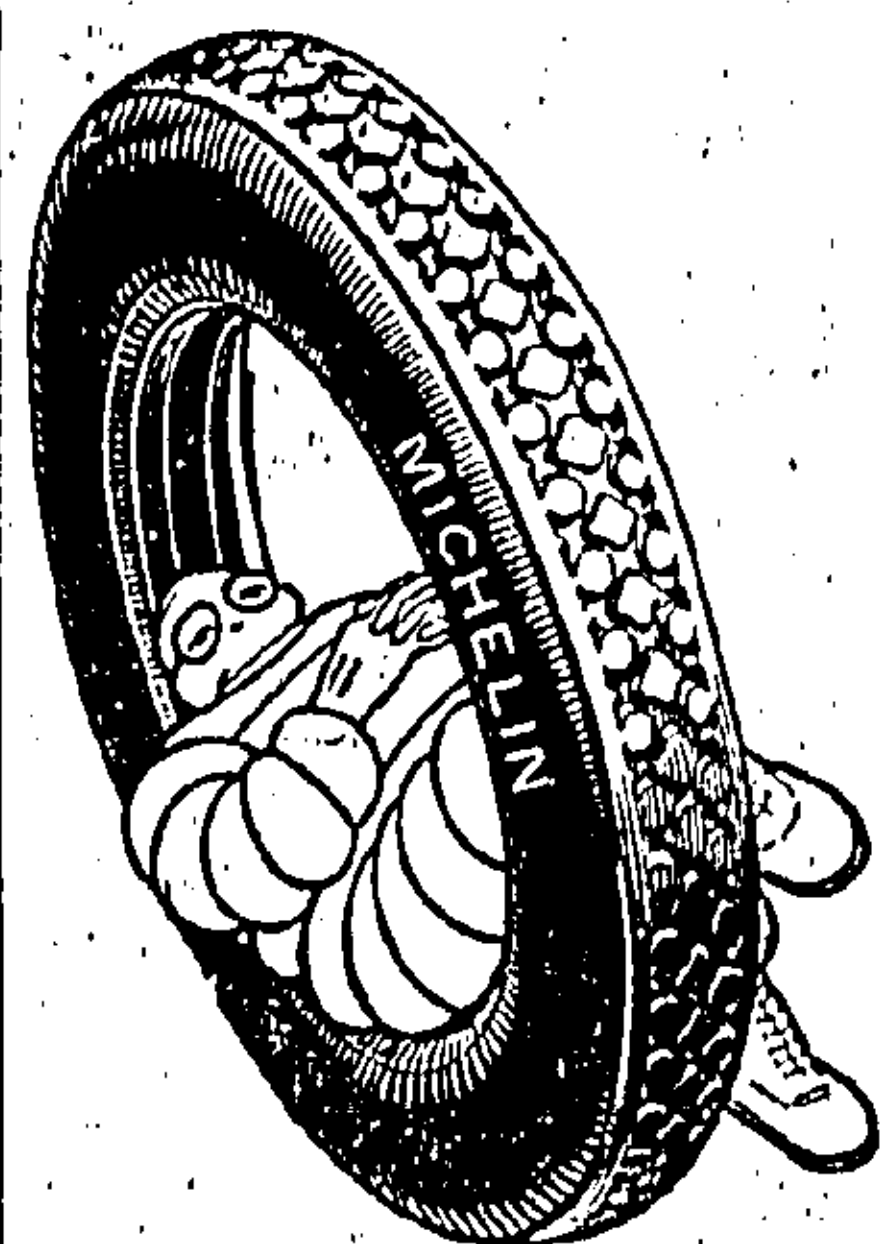
When Firestone engineers were developing the Balloon Tyre they found it necessary to design a tread altogether different from that which is required by High Pressure Tyres. The Firestone tread was not designed with large, massive projections for appearance or to make plausible sales argument. On the contrary, the projections of the cross-and-square tread are small and the ridges narrow, permitting the tread to yield to irregularities and cling to the road, giving the greatest non-skid surface. This tough, pliable tread has the wear-resisting qualities that give thousands of extra miles of service and save you money. Let us supply your needs.

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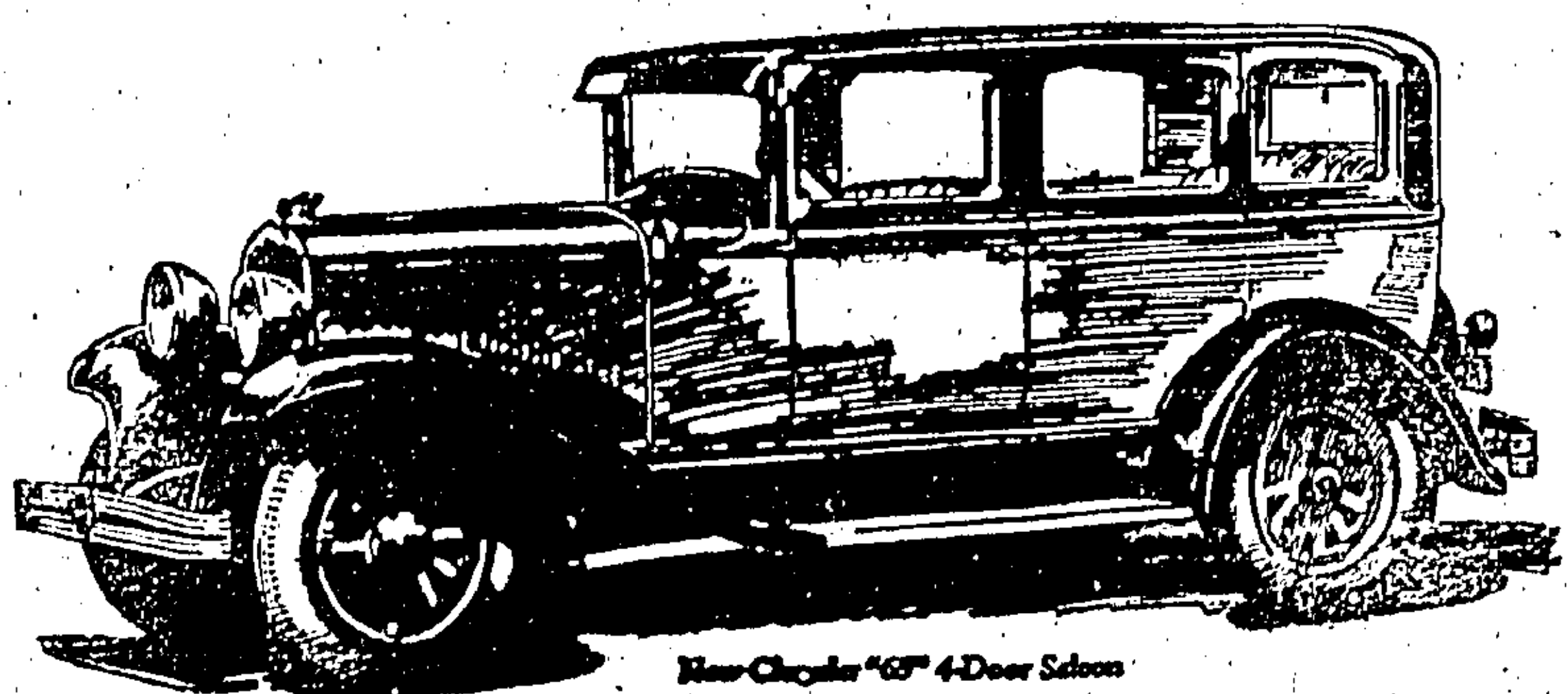
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CAR EVOLUTION.

Origins of Names for
Body Styles.

EARLY HISTORY.

In its evolutionary journey from "horse carriage" to luxurious speed the motor car has collected and utilised many incidentals, amongst them a series of names describing body styles which have come from many different sources. Popularity has brought the word "sedan" to everybody's lips; but its origin is uncertain. Dr. Johnston first said that it was derived from the Latin "sedes" a "seat" but later corrected that explanation and decided that it originated at Sedan, the town where the chair

was first made.

Two-Man Power.

Sedans became common in London in about 1634, when Sir Saunders Duncombe was granted a fourteen years' monopoly for covered chairs called sedans. The compound word "sedan-chair" is not recorded until 1750.

A sedan chair was used in England in as late as 1890; when the last one to see active service was kept at Bury, St. Edmunds, and was utilised to convey young ladies to dances on wet nights.

Brougham comes to us from a carriage first owned by the lawyer, writer and statesman, Lord Brougham, and parking lights, and copies of the side lights mounted on Lord Brougham's carriage. The term "Victoria" is taken from the stylish and easy-riding

carriage with a collapsible top which was popular in early Victorian days, while "landau" is from "Landau," a carriage with a double top which either could be removed or folded back. It was named after the German town in which it was first made.

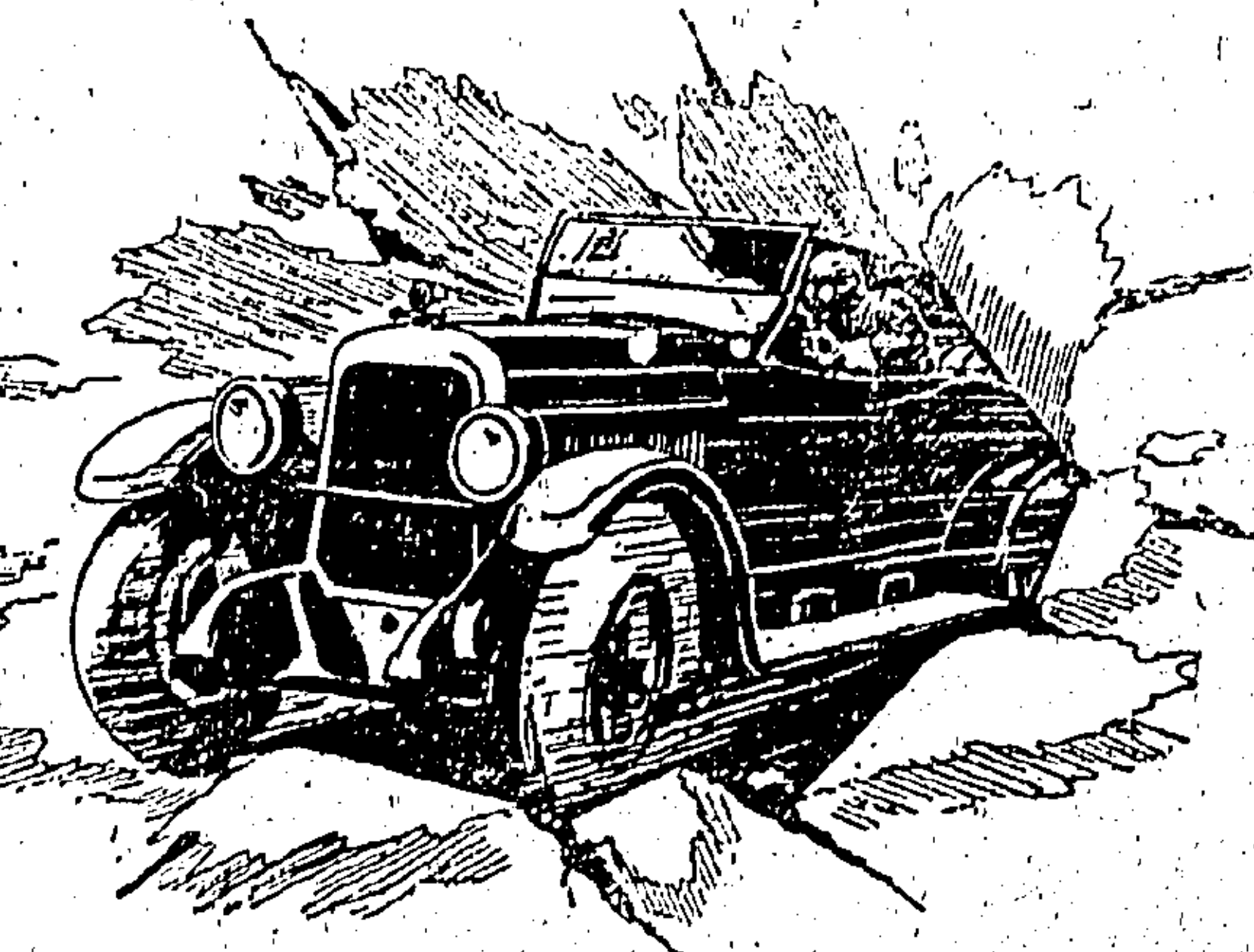
For First Offence.

"Phaeton" goes back into mythology, for the original owner of the name was the son of Helios (the sun) driver of the chariot of the sun and the first reckless driver. He was unable to control his horses, so Zeus (like a modern magistrate) struck him with a thunderbolt, and hurled him headlong—an archaic way of cancelling a driving licence. The originals of our modern rakish "roadsters" were light carriages built for speedy driving.

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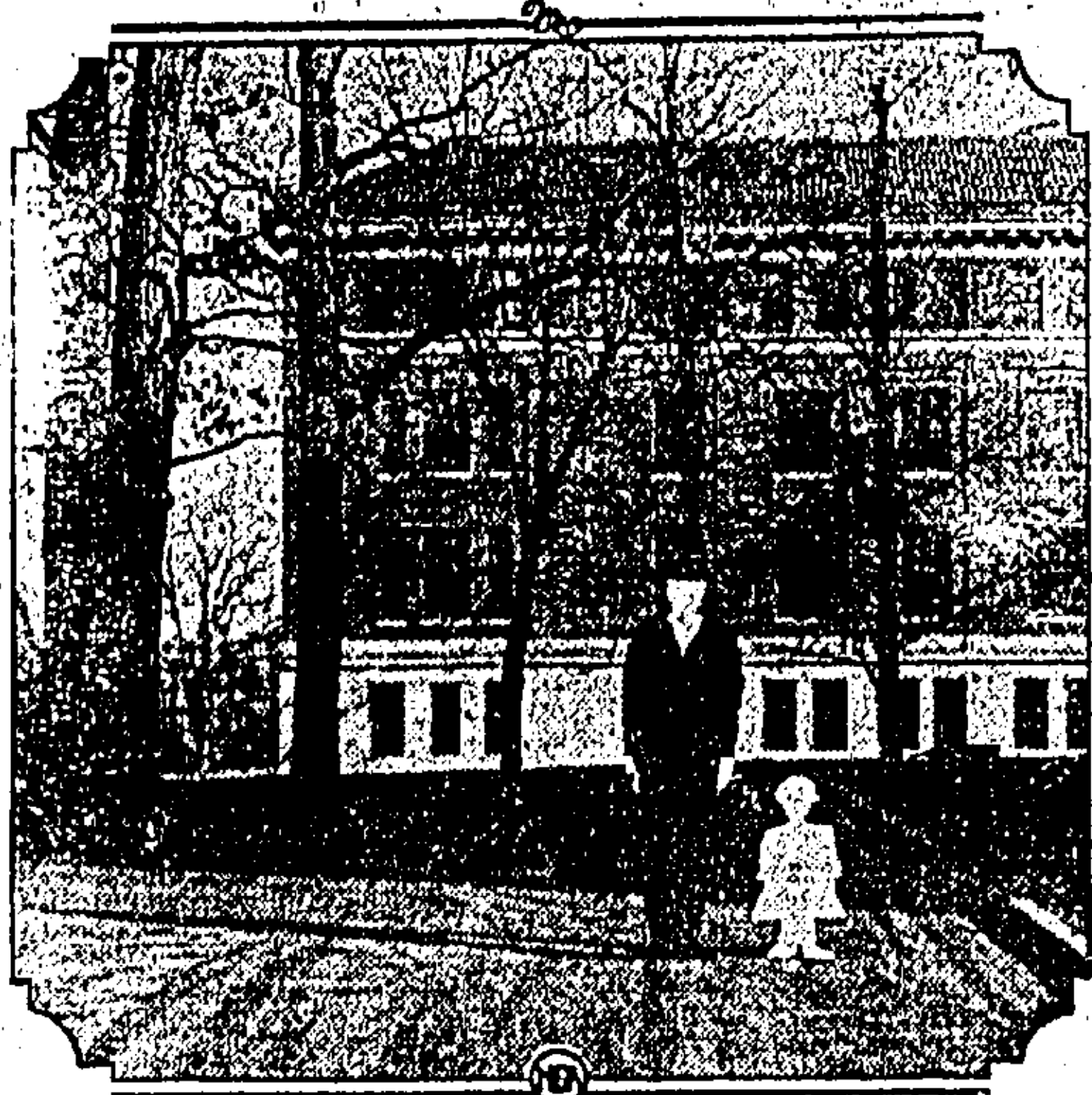
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WHITE SAFER AT NIGHT.



These dummies, set up on the road in front of the U. S. Bureau of Standards in Washington, show the contrast between light-coloured and dark clothing at night from the driver's point of view.

Washington, Aug. 29.—If you would escape the ill-fated lot of a pedestrian hit by an automobile, wear light-coloured clothing.

This is the expert advice of the automotive section of the U. S. Bureau of Standards.

The warning comes as the result of a series of automobile head-light tests in which dummies of children and grownups served as objects in demonstrating that pedestrians wearing light-coloured clothing at night are less apt to be struck by an automobile having inadequate lighting facilities.

The make-believe persons or dummies employed in these experiments were dressed in suits of varying colours. Invariably, dummies dressed in white could be seen twice as easily as those clothed in a dark garb—thus offering an additional safeguard to pedestrians frequenting streets or highways at night.

Due to an optical illusion, a man dressed in white appears to be of massive proportions compared to one garbed in a dark-coloured suit. To a corresponding degree, light-coloured automobiles, if we are to accept the results of these government tests, are visible to an appreciably greater degree than cars painted in dark hues.

These tests, of course, were conducted by the Bureau of Standards at night. In other ways, the conditions of automobile driving at night were faithfully simulated. The dummies appeared so realistic as likely to be mistaken for real human beings, if seen beside a road at night.

Headlights adequate to the needs of automobile drivers is a problem engaging the attention of Uncle Sam, and this personal equation of suggesting additional safeguards for pedestrians is but a "detour" from the main project of this automotive engineering research.

MORE TYRE MILEAGE.

Changing from One Wheel to Another.

Changing tyres around from time to time will result in longer tyre life and better all-round service, according to The Dragon Motor Car Co., Ltd., Firestone dealers in Hongkong.

"When a motorist buys a new spare, we recommend that he put it on the right rear and give that tyre a rest for a while. The other tyres should be changed, too, left front to left rear, etc. Each wheel puts certain strains on a tyre different from that of the other wheels, and by using the tyre on each in turn the wear is evenly distributed and the tyre lasts longer and gives better service."

"It is also important to have tyres looked over frequently for minor cuts and bruises, etc., and to have small repairs made promptly. Tyres should be inflated to the correct pressure as under-inflation of a few pounds will often result in the loss of hundreds of miles of useful service. Valve caps, screwed down tightly by hand, should always be used to prevent air leaks."

"If motorists will give their tyres ordinary care and attention they will have less trouble and enjoy greater tyre satisfaction."



Some people think economy is running a car on two wheels and two cylinders.

KALAHARI DESERT.

Crossed by Two Morris Six-wheelers.

A BRITISH TRIUMPH.

Details which are just to hand give some idea of the remarkable triumph of both human and mechanical elements in a survey and exploration task never before successfully accomplished.

One may be excused a feeling of justifiable pride in, and a desire to herald the feat of two ordinary standard British production vehicles which have crossed the Kalahari Desert, where vehicles of other than British manufacture had tried and failed.

The epic story of their success indicates a notable achievement, and those who took part in it have not only established a record as being the first white men to cross this vast uncharted region, but they have added a leaf to the laurels of British exploration and of British motor manufacture. In addition, they have certainly put the last nail in the coffin of the fallacy that British vehicles are unsuited for Overseas requirements, and it is to be hoped that this bogey will be permitted to remain interred.

The Kalahari Desert is a vast sandy plain in the centre of the African Continent, stretching for some 600 miles between the Zambezi and Orange Rivers. Its waterless tracts have hitherto proved an obstacle to the development of large areas of fertile country lying beyond them, and although numerous attempts have been made with oxen, camel and car to find a way across, it has been left to the motor car to succeed where other forms of transport had failed, and to a British car to succeed where its rivals had not been successful.

More Transport Wanted.

The object of the expedition was to explore the possibility of opening up a trade route across the Desert so as to bring the habitable land situated on its north-west edge into closer touch with the railways and business centres of Bechuanaland. The result has proved that with proper mechanical transport this is possible, and the development of a large tract of rich and fertile country will be the outcome.

The expedition left Mafeking on June 16th and proceeded to Mahalapye, striking thence westward across the Desert to Ghanzi, a distance of 400 miles, after which they headed for Livingstone via Maun, a further journey of 600 miles. The two vehicles, British built Morris Commercial six-wheelers had to carry supplies and water sufficient for their own use and for the use of the party. It was known that the going would be bad and it was estimated that no vehicle could hope to complete the journey under one month. Yet the actual crossing of the Desert was accomplished in twelve days, the area traversed consisting of wide stretches of desolate sandy wastes alternated by tracts of thorny scrub. Not a drop of water was found on the entire journey. A wash was a luxury not to be risked, and the drinking supply had to be conserved until it was certain that the danger area was passed. The vehicles were thoroughly tested at the start, and acquitted themselves so well that beyond the daily series of punctures and the tearing of the fan belt by the bush no mechanical trouble was encountered.

Bushmen Intrigued.

During one period of the journey bushmen followed the tracks of the cars for miles under the impression that they were on the track of some uncommon animal.

At times the country ahead looked almost too bad for any vehicles to get through, but with dogged persistence men and machines alike carried on and won through. The result is a triumph of British pluck and endurance. It speaks volumes for the leadership of Capt. Clifford and is an undying testimonial to the quality of British workmanship and design, and will do much to force home a realisation of the suitability and capability of British vehicles to undertake any difficulties successfully, and to go anywhere no matter what obstacles may hinder.

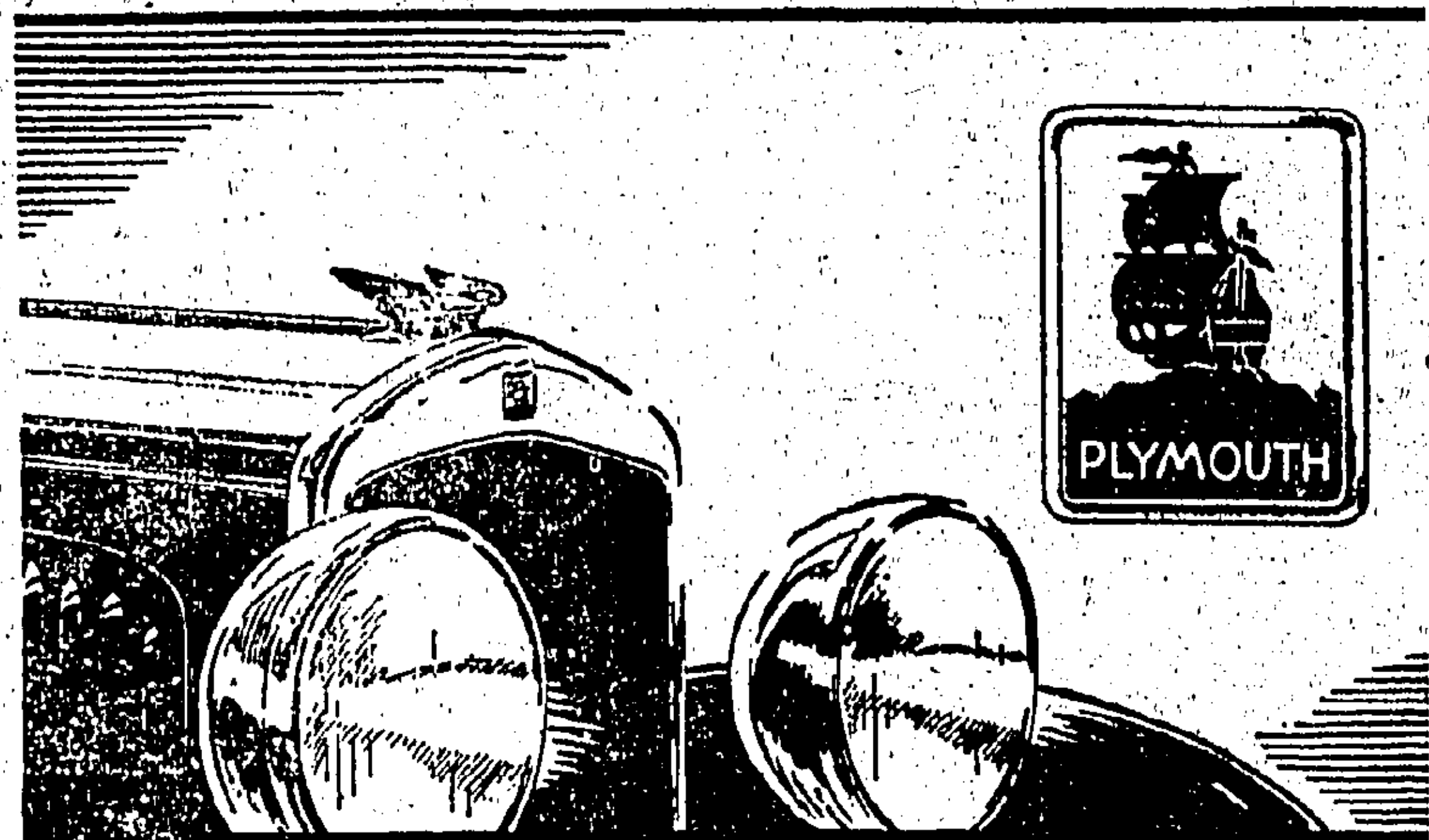
The two cars used were ordinary productions of Morris Commercial Cars, Ltd., of Birmingham, of the six-wheeler type, which recently came through the gruelling tests imposed by the British War Office before it placed extensive orders for them.

HERE'S SPACE TO PARK.

Motorless Russia.

There are only 12,000 motor vehicles in the entire Soviet Union of Russia, which covers one-sixth of the earth's surface. Only 600 of these vehicles are privately-owned. The remainder are the property of Government and co-operative organisations.

NEW CHRYSLER PLYMOUTH



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New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterise fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

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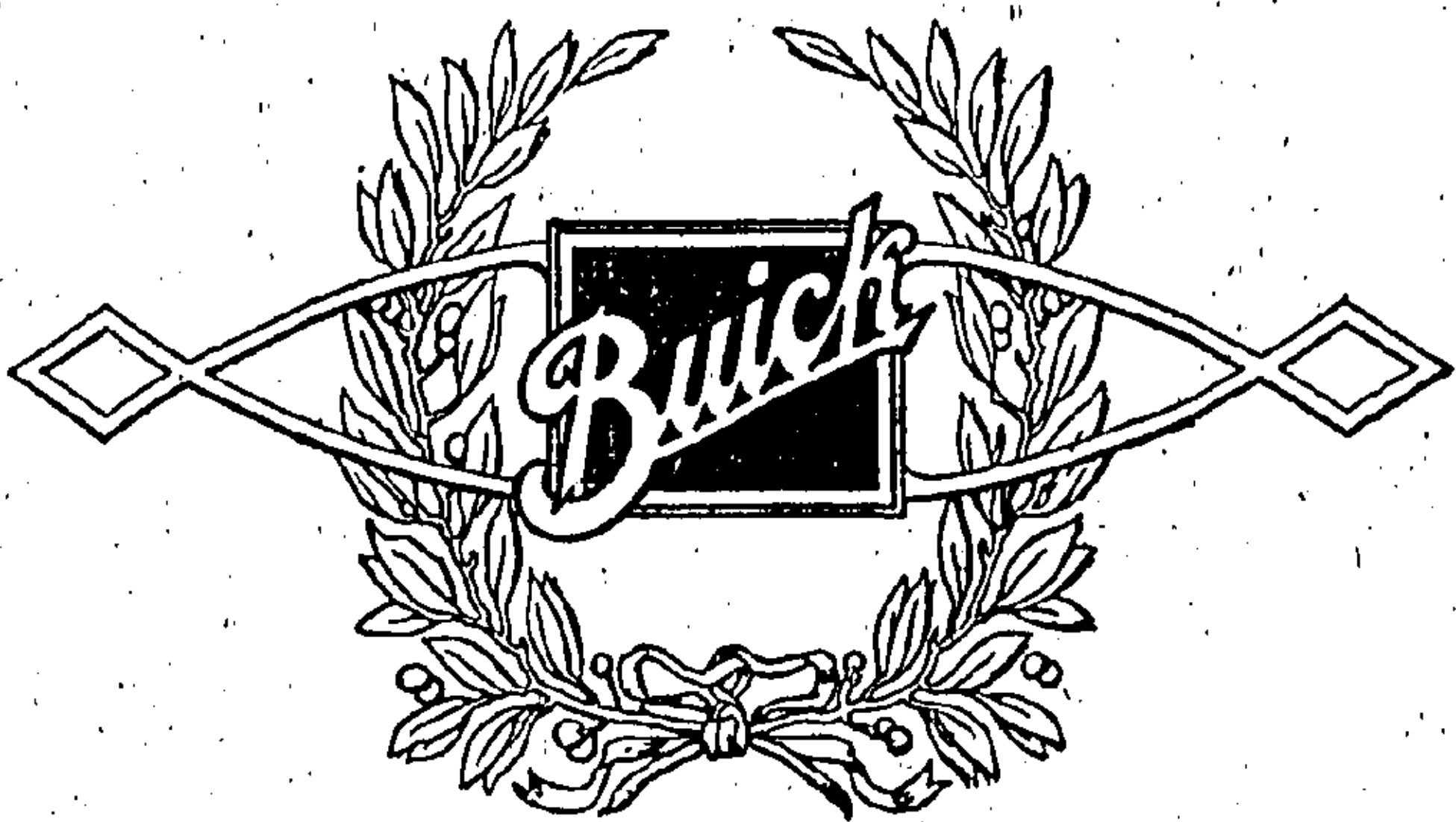
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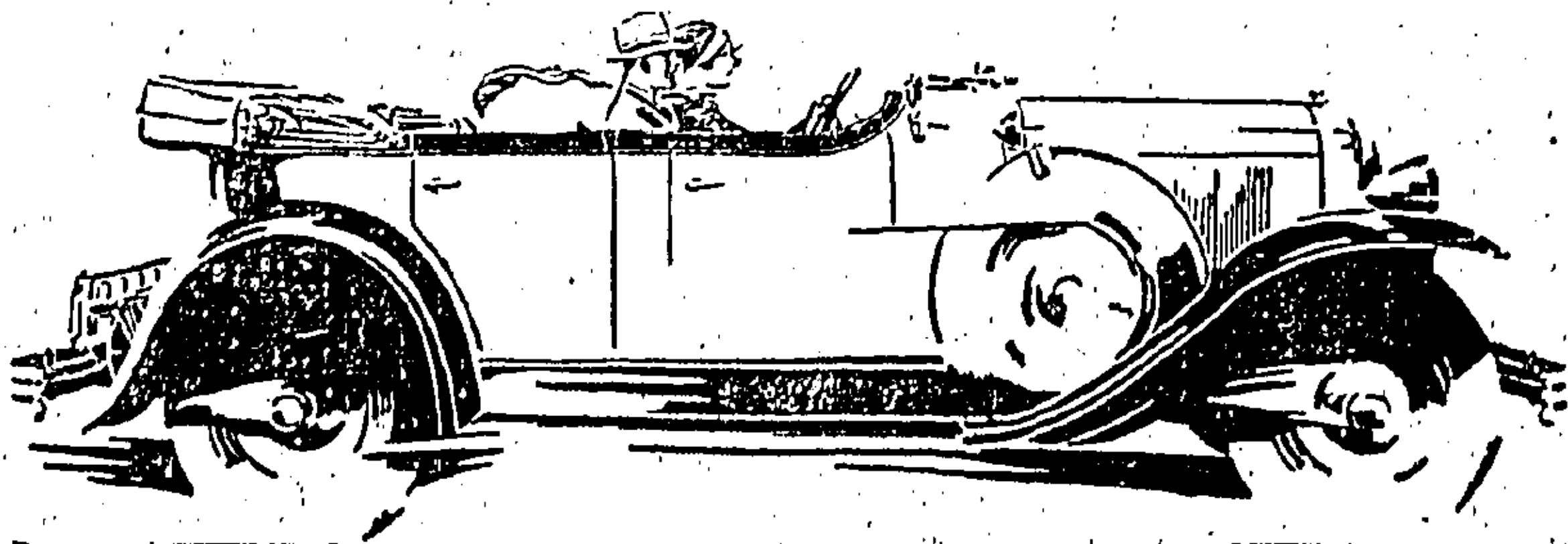
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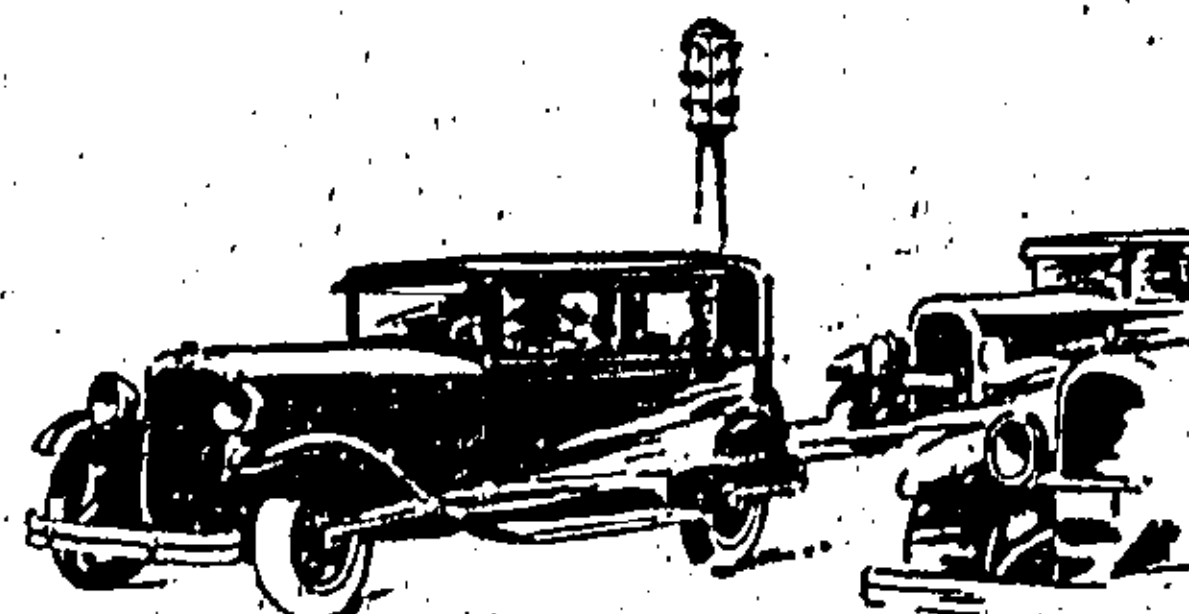


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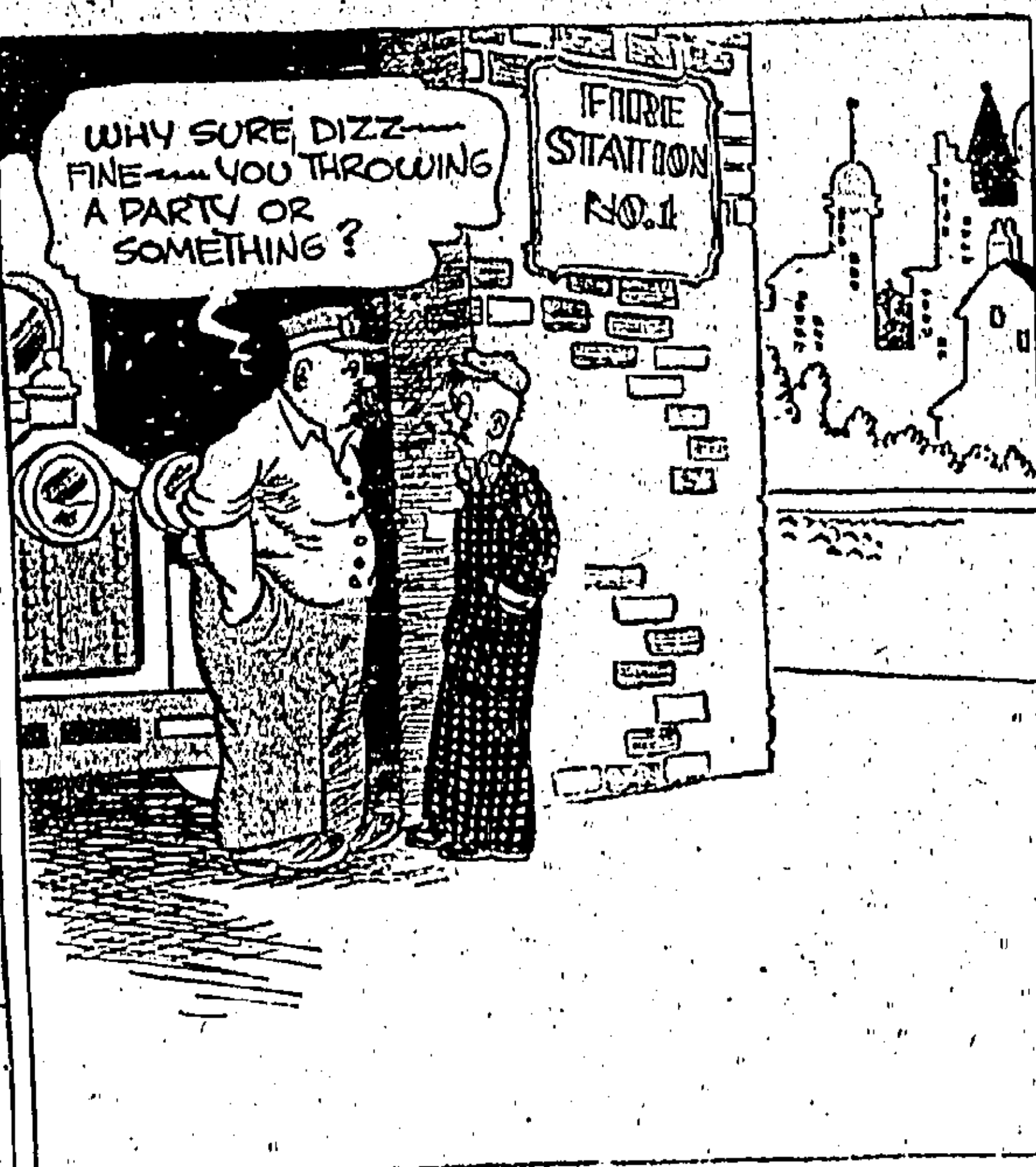
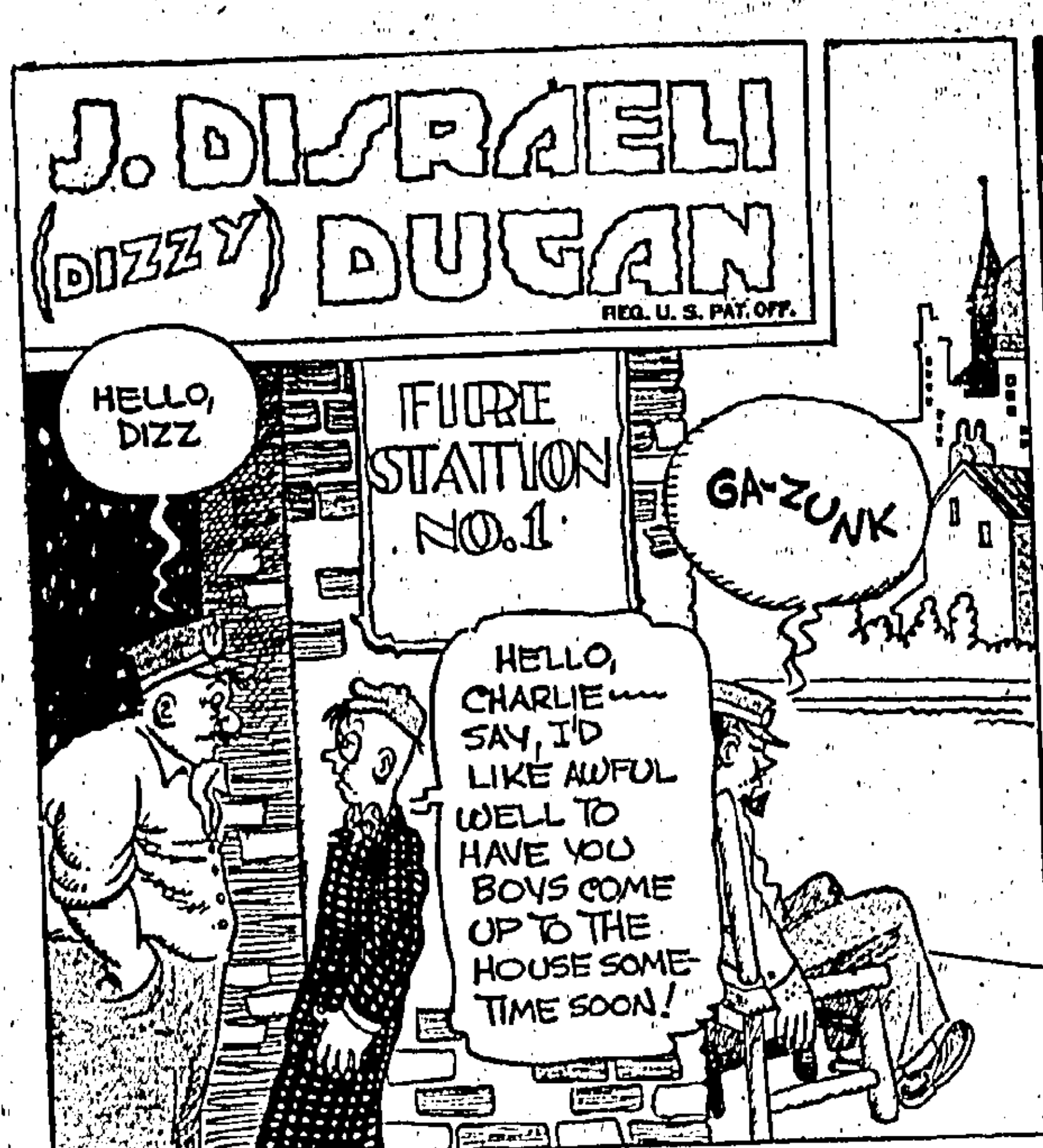
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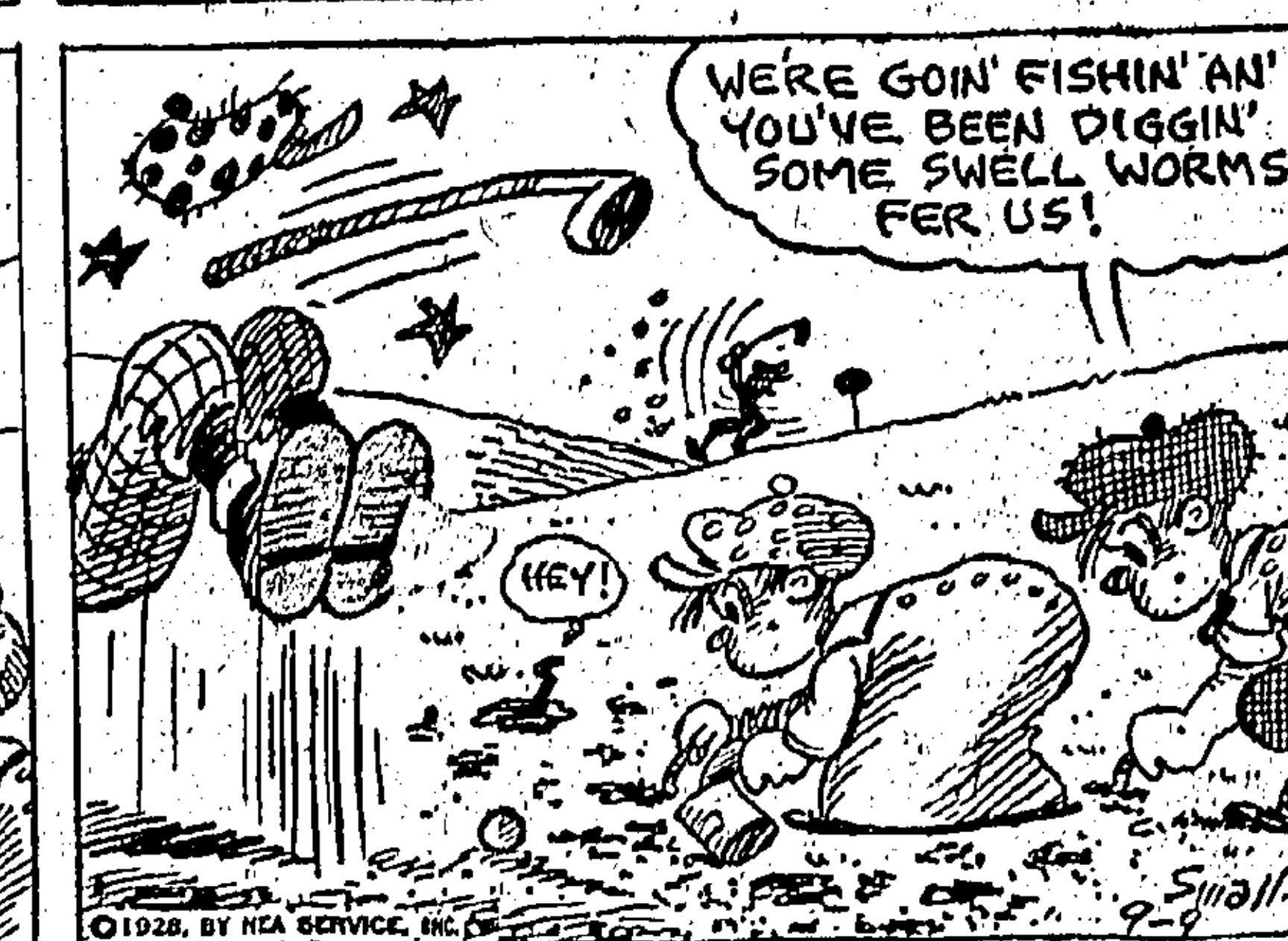
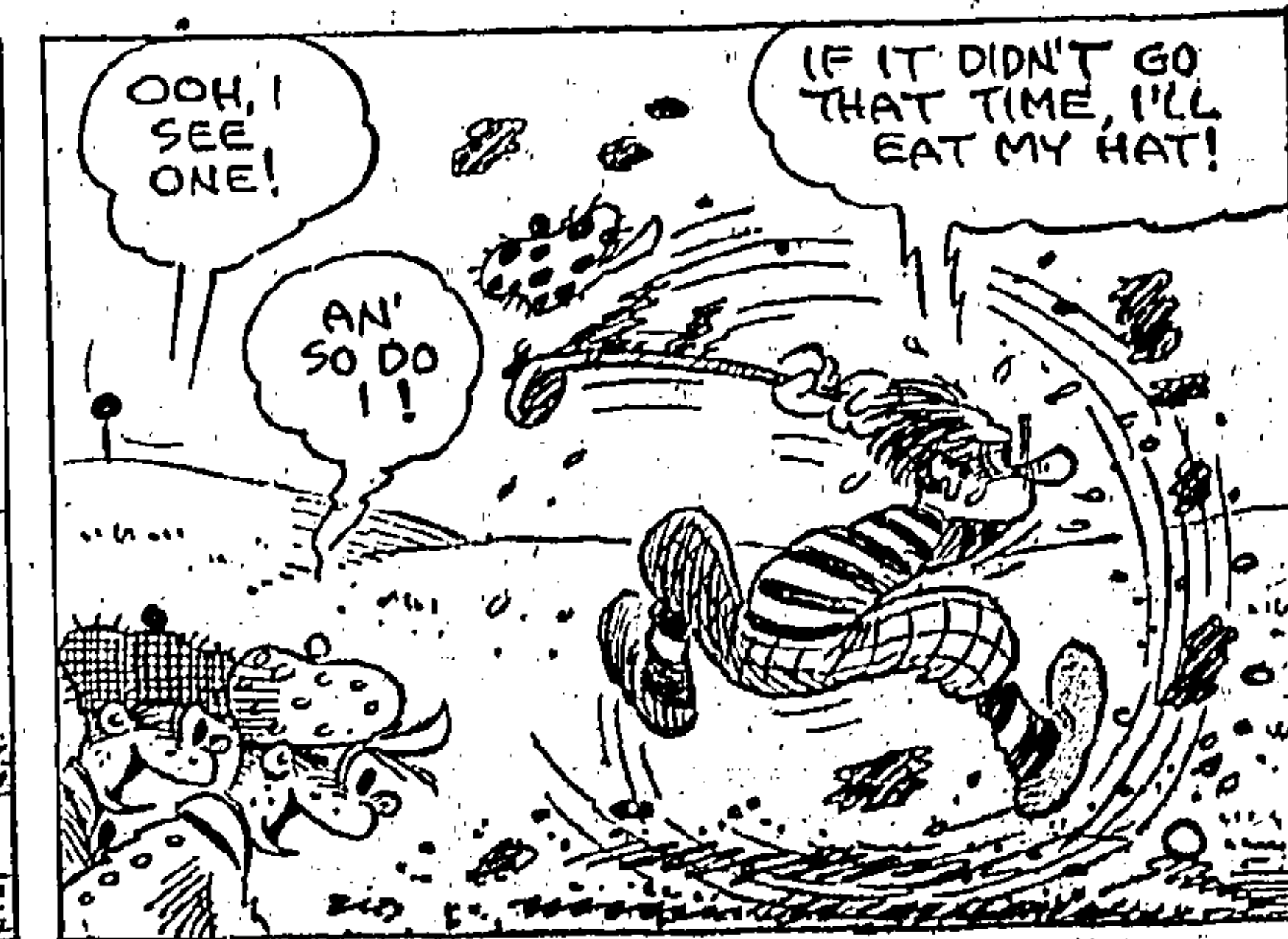
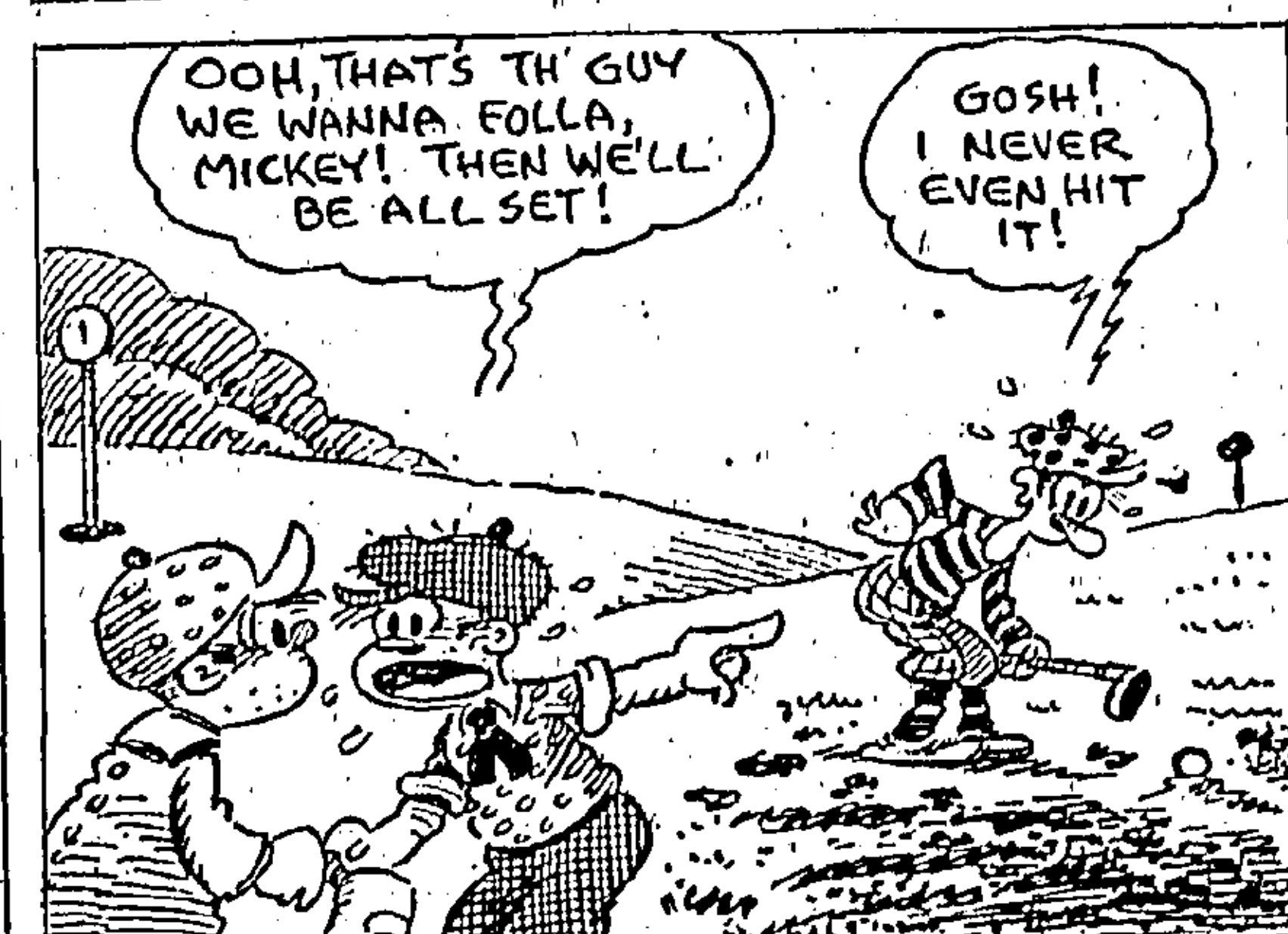
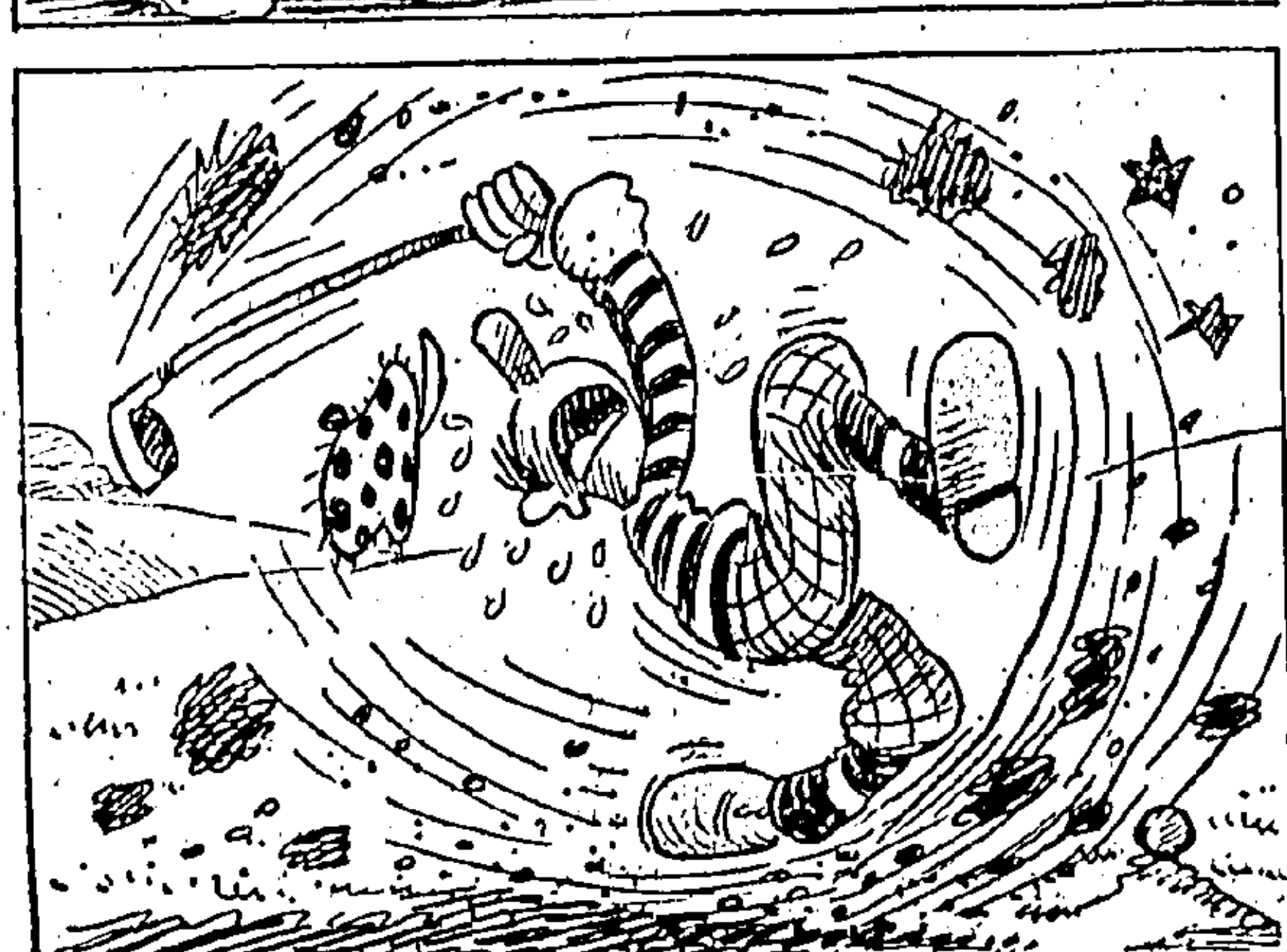
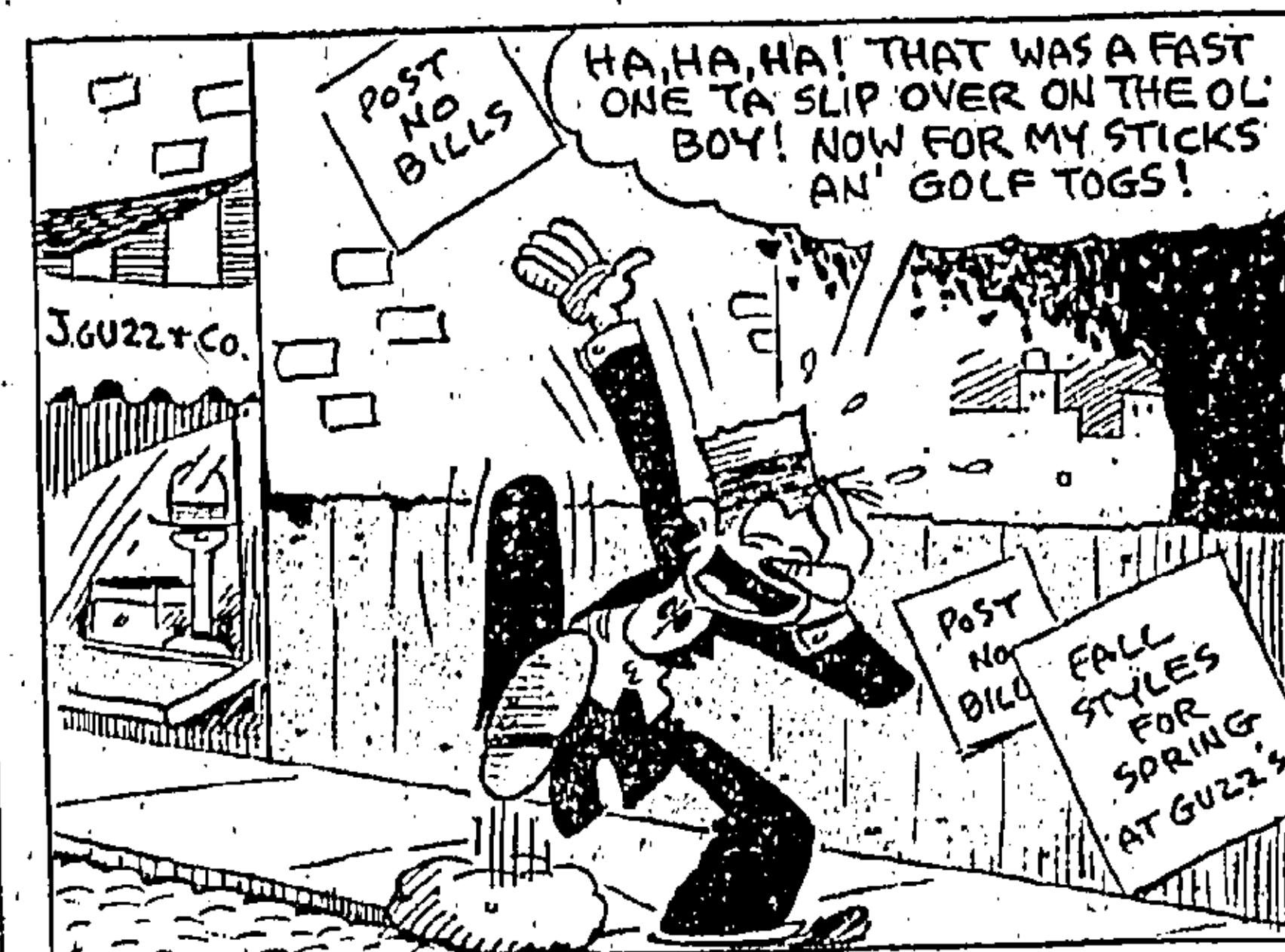
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TREATMENT OF HARVESTERS.

MEN NOT "KEPT IN A CAGE."

CANADIAN INQUIRY.

Ottawa, Sept. 7.

The mass of conflicting and confused reports emanating from Winnipeg and Ottawa about the conditions under which the British harvesters are working, and about the complaints made by them, show the urgent need for an official investigation, and there is little doubt that an inquiry will be ordered.

The British Labour members of Parliament in the British delegation to the Empire Parliamentary Conference protested to-day, through Mr. Tom Johnston, M.P., and Mr. T. Shaw, M.P. (who was Minister for Labour in the Labour Government) against the treatment accorded to the unemployed British harvesters at the immigration sheds at Winnipeg.

"I have seen these British harvesters in an underground cage with an armed soldier at the door," said Mr. Johnston, warmly. "They were forbidden to go out, and they were herded together like sheep. British citizens are not in the habit of being treated in that way." Mr. Shaw said he had been a witness of the conditions described by Mr. Johnston.

Mr. Johnston declared that the unemployed harvesters were not wasters. Some of them had only been offered a dollar a day by the Canadian farmers. He criticised the conditions prevailing at the Immigration Hall at Winnipeg.

Mr. T. Shaw said that any future arrangements for colonisation should be made between the Governments responsible and not left to any private organisations.

Lord Peel thought that Governmental action could be advantageously supplemented by private organisations, and said that it should be remembered there must always be a number of misfits whose failures attracted more attention than the successes of the great majority of the men.

250 Abandon Work.

The number of unemployed harvesters who have reported back to Winnipeg is only 250. These were men who wanted to leave for home because they were disappointed with the promises made to them in Great Britain that they would receive from three to five pounds weekly in addition to their keep. The party mainly consisted of men who had abandoned work in the harvest fields of Alberta and Saskatchewan in the last few days.

The charges made by the harvesters, who appealed to the Winnipeg Trades and Labour Council alleging that they had been turned out of the Immigration Hall at Winnipeg shelterless and without food, are strongly contradicted by the officials in charge of the Canadian Federal Immigration Service.

Commissioner T. Gellay, Local Immigration Commissioner, stated to-day that men who applied were told they must bring an order from the local offices of the transportation company which brought them out before they could receive food and shelter, on the ground that employment was not available for them. Such an order was easily obtainable in all justifiable cases.

From various places in the Prairie Provinces there come reports of an acute shortage of labour for the harvest and offers of work to all applicants.

Railway Responsibility.

The Immigration Department at Ottawa stated to-day that the Department was prepared for any investigations which might be asked for, but so far no request for investigation had been made. The Department says that the Immigration Hall at Winnipeg, which was referred to by Mr. Johnston, is thoroughly equipped with separate rooms for the accommodation of groups of men, the arrangements being adequate and very comfortable.

"So far as the responsibility of placing these British harvesters is concerned, that responsibility rests with the railway companies," the statement adds.

When Mr. Johnston's statement about the treatment of harvesters at Winnipeg was shown to Commissioner Gellay, he emphatically denied the charge that British harvesters were kept in an underground cage. "The Immigration authorities," he said, "have not detained any British harvester in any shape or form since the harvesters came to this country. There is a gridded gate at the Railway Immigration Hall, and three policemen were stationed there, but they were to keep out unauthorised persons, and not to keep in the 300 harvesters who were being given their tickets to return to England. Mr. Johnston was refused admission because he had not secured the permission of the Immigration or the railway authorities."

ROYALTY SATIRISED IN A BOOK.

THE LATE DUKE OF CAMBRIDGE.

A serious question of literary good taste, to put it mildly, is raised by "The Duke of Cambridge" (Jonathan Cape, 7s. 6d. net), by Laurence Housman.

The description on the "jacket" of the book surely proves that the publisher must have guessed that it was essentially a caricature of the late Duke of Cambridge.

"In this intimate life of a member of Royalty," this description runs, "which Mr. Laurence Housman claims to have 'edited, expurgated, and arranged,' has more of the unconventional and unexpected been left, or been left out? It would be hard to say. But a valet with a grievance, dismissed for prying after thirty years of assiduous service, is hardly likely to be a discreet biographer; and it is safe to say that no biography of any Royal person who lived in the last century has made so shrewd and penetrating an invasion of the hidden privacies of Royal family life as this has done."

Further quotation is surely unnecessary; the publisher and the author must share whatever odium attaches to the ridiculing of a British Commander-in-Chief who, whatever his faults and failings, was one of the best friends the British soldier ever had.

It is true the story supposed to be told by Benjamin Bunny, the discharged valet, is not marked by the obvious unfairness which characterised "On This Side of the Border" by Mr. C. E. B. Chubb. Indeed, much of the satire does not go beyond the ironical tone of Mr. Lytton Strachey's "Life of Queen Victoria."

No Reticence.

But the details of the Duke's public and private life are not artistically camouflaged, as one would expect from an skilful writer as Mr. Laurence Housman, and old stories, which provoked only a kindly smile, are retold in such a way as to reduce the figure of the Duke to utter absurdity.

Nobody ever questioned the Duke of Cambridge's personal courage, yet we find his conduct in the Crimean War described as follows:

"When outside the range of fire, he had an uncontrollable desire to get into it, and when under fire an equally uncontrollable desire to get out of it."

When in retirement, we are told, the Duke collected buttons, which included "the hind button of a Life Guardsman's trousers" picked up by him and shown to the Adjutant-General as a proof that the Army had lost its former efficiency.

"If you have one falling off," he said, "you may have 'em all falling off. You can't conduct a charge of cavalry, if its buttons aren't safe. This sort of thing didn't happen in my day."

The concluding section of the book contains a letter from "Queen Augusta" which is a very close parody of Queen Victoria's epistolary style.

Royalty cannot reply to such fulsome ridicule of its recently-dead members, and that is why every gentleman of letters refrains from such insults and innuendoes as are to be found in this roman a clef, which requires no key. It is a pity the publisher consented to its appearance.



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RETIREMENT OF DR. J. H. SANDERS.**SUPT. OF MATILDA HOSPITAL LEAVES FOR HOME.****22 YEARS IN COLONY.**

Hongkong loses another of its well-known residents in the person of Dr. J. Herbert Sanders, until recently Medical Superintendent of the Matilda Hospital, who left for home to-day by the P. & O. liner *Morona*, on retirement. He is to visit Egypt and Syria en route.

Dr. Sanders resigned from his position at the Matilda Hospital on August 31st, after 22 years' continuous service, having held the post of Medical Superintendent from the establishment of the Hospital in 1900. He has been a most painstaking and efficient officer, and during the lengthy period of his service he has done a great deal for the development of the institution of which he has been the head. He will be greatly missed, not only in the social life of the Colony, but also amongst those to whose needs the Matilda Hospital has for so many years catered. Dr. J. H. Montgomery, who has been attached to the English Presbyterian Mission in the Amoy district for some 15 years, has been appointed to succeed him.

Dr. Sanders was 25 years of age before he began the study of medicine. For eight years previous to that, he had been in commerce, his father being a merchant. He started his medical career in 1894 and subsequently continued his training at the London Hospital, Whitechapel, holding most of the customary appointments during his two years there. Later, he joined the staff of the Central London Throat Hospital.

First Visit to East.

He first came out East in 1902, on a trip to Japan, and it was then that he became acquainted with Hongkong. Whilst here, he met the late Bishop Hoare, and when the latter was home on leave in 1905, Dr. Sanders again met him. It was then that Bishop Hoare suggested to Dr. Sanders that he should come out to Hongkong to take charge of the Matilda Hospital, which was in course of construction. After reading the will of the late Mr. Granville Sharp, under the terms of which the Hospital was being erected, Dr. Sanders decided to take up the post of Medical Superintendent, although some of his professional colleagues considered that in so doing he was committing "professional suicide."

Arrival in Hongkong.

Dr. Sanders arrived in Hongkong in 1906, and the Hospital was opened in the latter part of that year by Mr. Hamilton Sharp, a brother of his donor. From that time up to the end of August last, Dr. Sanders has been the Hospital's only Medical Superintendent. There is at present no one connected with the Hospital who was here when Dr. Sanders first arrived, with the exception of Sir Henry Pollock. At that time, even the main block of the institution was not completed. Since, there have been considerable extensions. In 1916, the inadequacy of the buildings necessitated the provision of a new maternity block, as it was found desirable to have maternity cases housed away from the main building, whilst in 1922 the sisters' quarters in the main block were utilised for an extension of the wards, and new quarters were erected for the staff. Dr. Sanders supervised the whole of the rearrangements which these changes involved.

Dr. Sanders was married in 1909 and his wife resided in the Colony from that year until 1914. She and her only daughter are at present in England.

From 1915 to 1917, Dr. Sanders saw war service. He was for a time at the Norwich War Hospital, whilst later he was in charge of the Roscombe Military Hospital, Bournemouth, for a period of nearly a year.

Since his retirement from the Superintendency of the Matilda Hospital, Dr. Sanders has been on a trip to Saigon and the Angkor ruins in Indo-China. His numerous friends will wish for him and his family many years of health and happiness in the Old Country.

History of Hospital.

It is interesting, in view of Dr. Sanders' intimate association with the Matilda Hospital from its inception, to give a brief history of that institution, founded through the generosity of the late Mr. Granville Sharp.

The late Mr. Granville Sharp came to Hongkong about the year 1858, being employed by one of the banks. He retired soon after and commenced as a broker and later began investing in land. This continued during his life and in the year 1893 his wife, Matilda Sharp, died. After her death, he thought it would be helpful to the

PRINCESS MARY CHEERED.**BELFAST'S ENTHUSIASTIC WELCOME.****WEALTH OF MOTTOES.**

London, Oct. 12. Princess Mary was cheered by large crowds when she arrived at Belfast to-day with Viscount Lascelles.

The girl operatives at the large ropeworks had their machines decorated with red, white and blue ribbons when she paid them a visit.

Welcome mottoes were painted on the cranes at the shipyard of Messrs. Harland and Wolff, where the keel of a 60,000-ton White Star liner was inspected.

The Lord Mayor presented an address on behalf of the Corporation at the City Hall.

Princess Mary admired the War Memorial window and placed roses from her bouquet at the foot of the window.—*British Wireless.*

MAMMOTH AND MAN.**DISCOVERY OF TEETH RAISES NEW PROBLEM.**

Johannesburg, Sept. 9. In the Pilansberg Range in the Western Transvaal there have been discovered two teeth of the mammoth, between 12,000 and 20,000 years old, and surrounded by Stone Age axe heads, raising the possibility that it was the site of a prehistoric settlement.

The teeth belong to a type of mammoth, hitherto unknown to science.

Professor Dart, the discoverer of the Taung skull, attaches big importance to the find, as the previous six mammoth teeth found in South Africa have all been in the Vaal watershed, whereas the present discovery is far north of the mountainous district of Limpopo, proving that mammoths inhabited the mountains as well as the lowlands.

There was a clean bill of health in the Colony yesterday.

Mrs. C. G. Alabaster is leaving the Colony to-day for a short holiday in Canton and Macao.

Having completed refit and overhaul at Kowloon Dock, the s.s. Tai Lee left on a trial trip to Macao this morning.

Two further candidates from the Nautical School passed the examination for coxswains at the Harbour Office yesterday.

Wireless messages from the North state that quiet conditions reign in Chinwangtao and the Tongshan mining area. A column of 5,000 Nationalist troops with transports moved west from Lanchow through Kuyeh on Friday morning.

After eating a meal last evening, a Chinese woman and boy living at Kramer Street, Yamat, gave signs of being poisoned. They were both removed to the Kwong Wah Hospital where the boy died soon after admission. The woman is in a dangerous condition.

A warrant has been issued for the arrest of Lee Kui, an accountant of the Wa Fung native bank in Winglok Street, on a charge of embezzlement. In a report issued by Police Headquarters this morning, it is alleged that Lee Kui disappeared after misappropriating a sum of \$25,000, while his employer was absent on business in Canton.

Colony to provide some hospital accommodation for the deserving poor, and he approached a cousin with the view to their combining resources and building such a hospital. But as the cousin did not feel inclined to join in, the matter remained in abeyance until Mr. Sharp's death, which took place in the year 1898.

Then it was found that he had left an estate of over one million dollars and in his will he bequeathed a large number of legacies to all his relatives, and certain annuities. The residue of the estate was to go to found a hospital which he desired to be called the Matilda Hospital, after his wife's first name, to be situated on a site that he selected at the south end of Mount Kellett, on the Peak. Mr. Sharp wished the hospital to be self-supporting and to be considered an absolute religious and evangelistic institution. He further directed that it must be maintained "for the glory of God and the good of man," and not for the glory of the medical profession in any way—that it was to be a hospital for the poor, the helpless, the forsaken, and for him who is alone and desolate, of British, American and European nationality. (Continued on Page 11.)

LI CHAI-SUM SOON MYSTERY EXPLOSION AND FIRE.**EXPECTED TO LEAVE NANKING IN TEN DAYS.****FRESH APPOINTMENTS.**

Shanghai, Oct. 12. Marshal Li Chai-sum has, according to Nanking reports, telegraphed to the Canton Provincial Council to the effect that the work of drafting the schemes governing the five Yuans of the new National Government having been accomplished, he is returning to Canton in about ten days' time.

Messrs. Sun Fo and Tai Chi-tao arrived here by rail last night from Nanking.

Post for Mr. Koo.

Shanghai, Oct. 12. It is reported that the former Canton Minister of Finance, Mr. Koo Ying-fan, who is on a trip to Nanking, is to be appointed at the first session of the State Council to be its Chief Secretary. The Council will meet on Tuesday.

New Appointments.

Shanghai, Oct. 12. New appointments made at the meeting of the Nanking Central Executive Committee this morning were the election of Messrs. Wu Han-min, Tai Chi-tao and Dr. Wang Chung-hui to form the new Committee in the Foreign Ministry; Mr. Chiang Tsao-pin to be Minister to Germany; Mr. Ko Lu, Minister to France, and Mr. T. V. Soong, Chief Executive of the Central Bank in Shanghai.

Nationalist Proclamation.

Shanghai, Oct. 12. Mr. Tan Yen-kai has announced that an important Nationalist proclamation to the Chinese people and foreign nations is to be made shortly by the Nanking Central Executive Committee.

The proclamation will announce the establishment of the new National Government and the unification of China and also touch on future reconstruction schemes. Messrs. Wu Han-min and Tai Chi-tao have been appointed to draft the statement.

Peking's Debts.

Shanghai, Oct. 12. An estimated account of the debts of the former Peking Government is given by Peking Chinese banking circles as follows: Non-secured foreign loans borrowed by the Finance Ministry, 350 million dollars; and by the former Communications Ministry, 250 million dollars; non-secured domestic loans, in the shape of public loans, borrowed within the country, 80 million dollars, from bankers in China 110 million dollars, and loans secured by the issues of Government Treasury Bonds, 50 million dollars.

The First Meeting.

Nanking, Oct. 12. The first meeting of the State Council will be held on the 16th inst. It is understood that regular meetings will be held twice a week on Tuesdays and Fridays, while extra sessions will be called whenever necessary.

The State Council has wired Feng Yu-hsiang and Yen Hui-shan urging them to attend on the 16th.—*Reuter.*

Nationalist Flag in Mukden.

Shanghai, Oct. 12. A report from Mukden says that at a recent meeting of the Manchurian Peace Preservation Com-

MANAGER FOUND DEAD IN LOCKED ROOM.

An explosion on the premises of the Direct Mineral Water Supply Co. in Manor Gate-road, Kingston, recently, attracted a large crowd, and was followed by the discovery by the Kingston Fire Brigade of the body of the manager, Mr. Albert Edward Hall, who lived at Willowby-road.

Exactly how Mr. Hall met his death is at present a mystery. He was found, face downwards, in his office, the door of which had been locked from the inside. He was not wearing coat or waistcoat, and near his head was a petrol tin with the stopper off.

On the table was some loose cash, suggesting that Mr. Hall was awaiting the return of some vanmen. One theory is that he was cleaning his clothes with petrol, which became ignited and set the office on fire.

There was a loud report, but the fire as such was of no great consequence, and practically burned itself out. Mr. Hall was badly disfigured about the head.

Chief Officer Drury was in charge of the brigade, and made a thorough examination of the interior of the office, but could find no other evidence as to the cause of the fire other than the petrol.

REGISTRATION PROBLEM.**DIFFICULTIES OF AMERICAN VISITOR SETTLED IN COURT.**

Inverness, Sept. 11. The difficulties of an American woman with the British law governing registration of aliens were described at the Sheriff Court here to-day, when Mrs. Violet Mary Scully, wife of Mr. Thomas Augustus Scully, shooting tenant at Cluny Castle, Inverness-shire, was charged with failing to register as an American subject.

Mrs. Scully said that his wife felt she could not register as an American citizen as she was registered in America as an alien. She was British born, the daughter of a Scotsman, Sir William Simpson. If she signed as an American citizen she was afraid she might be prosecuted for making a false statement.

The Procurator Fiscal said that, having married an American, Mrs. Scully was an American in the eyes of the British law.

Mrs. Scully suggested that the words "under British law" should be added to the declaration "American subject," but Sheriff Grant said this was unnecessary, and ordered Mrs. Scully to register as an American citizen.

Mrs. Scully accordingly signed the necessary papers in Court.

It was decided to hoist the Nationalist flag at the time of General Chang Hsueh-liang's assumption of office as a member of the State Council.—*Reuter.*

Peking, Oct. 12. Pei Chung-hsi's representative, Yeh Chi, has arrived at Mukden where it is believed he will discuss the hoisting of the flag and kindred matters.—*Reuter.*

Formal Acceptance.

Nanking, Oct. 12. An official statement has been issued that General Chang Hsueh-liang has accepted the aforementioned post.—*Reuter.*

The Very Idea!

Indignation has been caused in Zululand by the discovery that two young white rhinoceros had been shot while wallowing in a river, and their bodies left to decay. The animals formed part of a herd of about 85, all that are known to exist in South Africa. It is believed that the animals were shot by a supporter of the movement for the abolition of the game reserves in Zululand.

There has been much controversy over this recently, because of the ravages of nagana. This disease, which is carried by the tsetse fly, infects the settlers' cattle, and it is held in many quarters that the game are hosts of the disease, and that with their destruction the disease would disappear. The Natal Provincial Council has appointed a special committee to consider the subject, and the Minister of Land recently intimated that if any practical suggestion were made for the removal of the rhinoceros herd to Kruger Park, in the Northern Transvaal, he would be pleased to consider it.

Cockle seller at Southend: No man in Southend can handle a cockle barrow single-handed.

Man summoned at Tottenham for alimony arrears: I am a plumber, Magistrate: Then you must plumb in your pocket for money.

Magistrate at Willesden to a man: This is by no means your first conviction, and apparently you hope it will not be the last.

It was suggested at Shoreditch County Court that a lodger and his wife had a quarrel on a Friday. The wife: That could not have been so. My husband comes home with his wages on Friday night. Judge Chetwynd Leach at Ipswich County Court: What is this woman's witness? A spinster. The judge: That is not an occupation.

(It is said that your character is shown by the way in which you stir your tea.)

When first Amanda filled my dreams, I took a cautious view, And warned myself "Although she seems

The very girl for you, Go easy in your suit to her And rather seek to be Acquainted with her character By watching her at tea."

This simple plan I know full well Would amply serve my turn; The way the stirred her cup could tell

Me all I wished to learn; But all the hopes with which I'd planned

Were doomed to droop and fall; The maiden took no sugar and Disdained to stir at all.

This one is going the rounds. He was feeling mortally sick. He crept out into the night with a stake, a length of rope, a snail, a pistol, some prussic acid, a can of petrol, and a box of matches. He poored over the cliff and heard the wave mountains lunge and roar in their fury.

It was a night of sultry silence and awful darkness, a night in tune with his restless suffering soul. Feverishly he drove in the stake, affixed the rope and twined the other end round his neck, threw the petrol over himself, struck a match, swallowed the poison, threw himself over and fired the pistol.

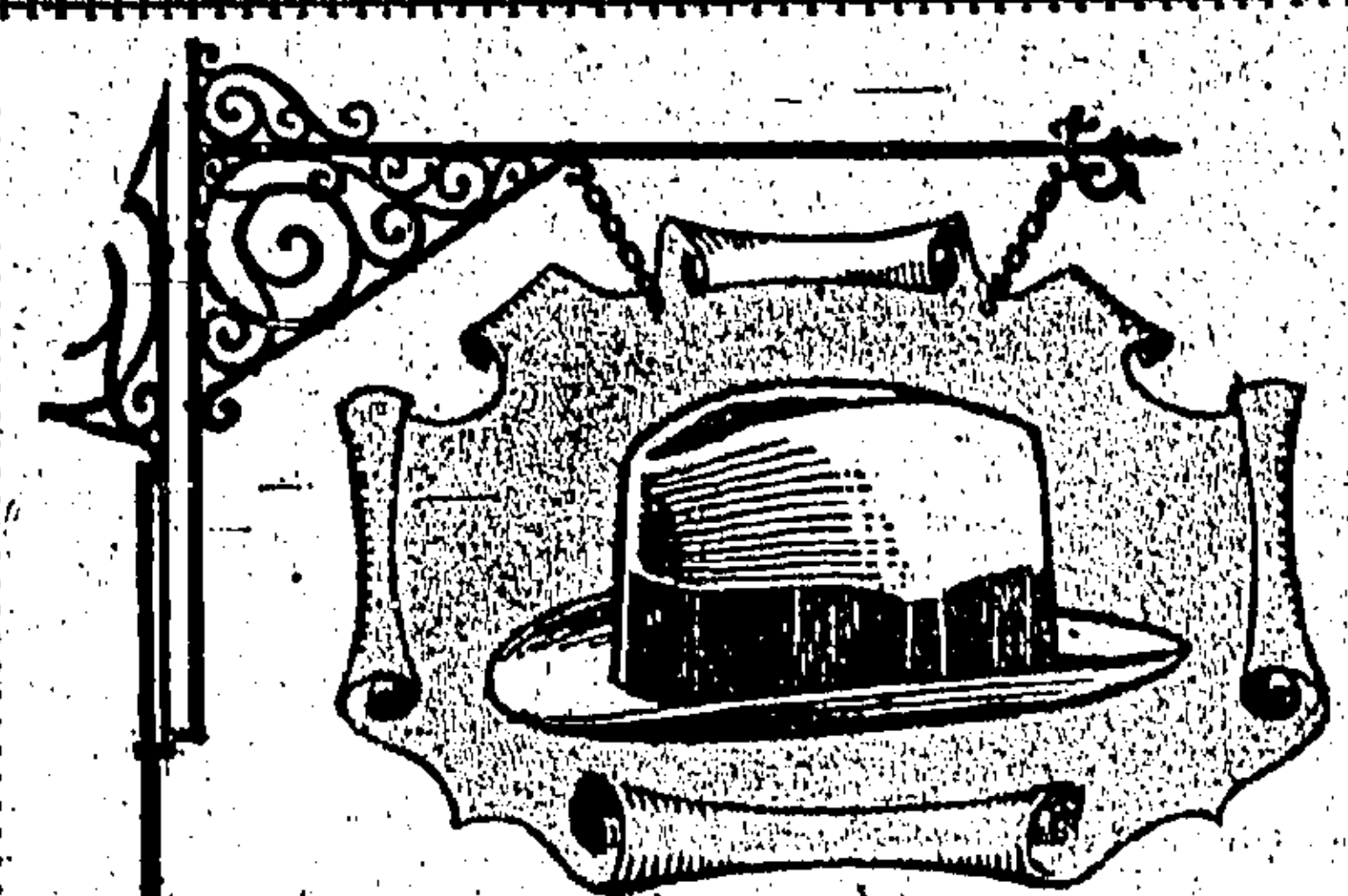
The shot missed, severed the rope, the water extinguished the flames, its salt annulled the poison, and had he not been a swimmer there is no saying, he might have been drowned.

Bullets that will drug wild animals but not kill them, are claimed to have been invented by Captain Harris, director of the Harris Zoological Expedition to South Africa. The bullet, he states, is fired from an ordinary shotgun with black powder. The nose of the bullet carries a hypodermic needle which, on impact, discharges a powerful drug which makes the animal almost unconscious for an hour. If the invention proves to be all that is claimed for it, it will be a boon to big game hunters, and will obviate the slaughter and cruelty at present involved in the collection of specimens of wild animals.

At a family reunion the other day, when the children were gathered with the grown-ups, a benevolent uncle turned to his nephew and asked, "Well, Johnnie, what do you want to be when you are a man?" "Oh, I've made up my mind, uncle," the boy replied promptly, "I want to be a retired merchant."

"While the rates remain so high," the Ministry of Health has refused Poplar Council's request for sanction for a loan to extend Bow-Library.

Count the TELEGRAPHS!



POWELL'S ANNOUNCE A NEW ASSORTMENT OF
GLYN and Co's
SOFT FELT HATS

We earnestly invite your early visit and inspection of the new models. Each hat is perfect in every particular—made of the finest materials in all the popular shapes and colours. Price from \$13.50 Less 10%. Discount for Cash.

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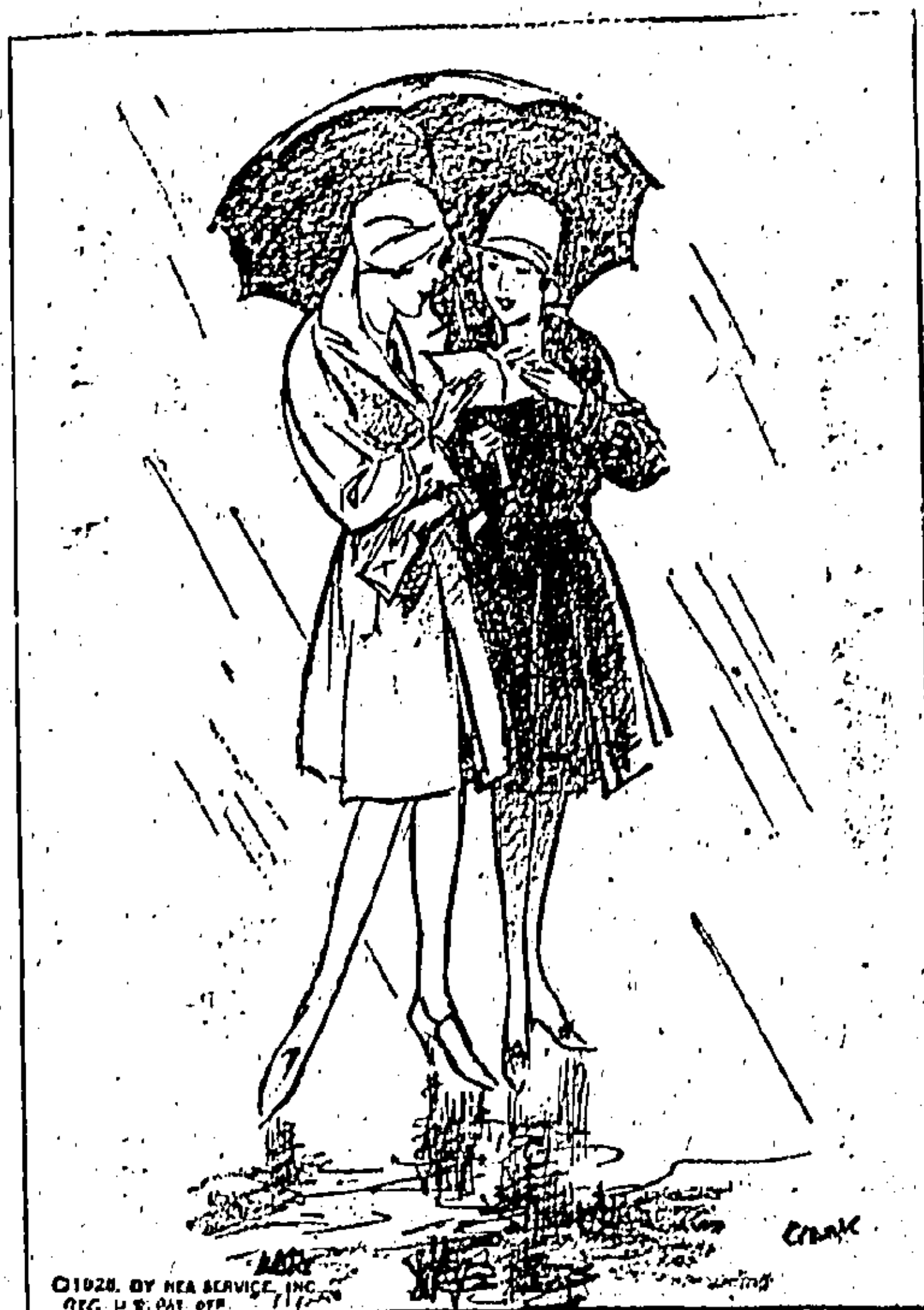
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"A MINSTREL REVUE"
Prices \$2. & \$1. Children Half Price.

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"Honestly, isn't it just priceless and he isn't a bit like that when we're together."

NEW BUS SERVICE. CAUSEWAY BAY TO WEST POINT.

The Hongkong Hotel Garage beg to announce that the above service will commence on MONDAY, 15th October. The route will be as follows:—

Causeway Bay, Caroline Road, Morrison Hill Road, Morrison Gap Road, Queen's Road East, Queen's Road Central and Queen's Road West to Hill Street, West Point.

The schedule will be a five-minute service starting at 7.00 a.m. and finishing at 12 midnight.

FARE:— 10 cents.
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HONGKONG CRICKET CLUB.

ACTIVITIES REVIEWED AT ANNUAL MEETING.

A substantial profit on the working account was reported at the annual meeting of the Hongkong Cricket Club which was held at the pavilion last evening, Mr. H. R. B. Hancock, presiding. Supporting the chairman were the following members of the committee, Messrs. P. M. Hodgson, P. Syme Thomson, J. D. Humphreys, A. W. Hayward, R. M. Henderson and L. S. Greenhill (Hon. Secretary).

The secretary had read the notice convening the meeting, the chairman said:

Gentlemen, I will, with your permission, follow the usual procedure and take the accounts as read.

I think we may congratulate ourselves on having had another successful year. The accounts submitted are clear and show us to be in a very satisfactory position, but I will deal as concisely as possible with one or two items about which Members may perhaps like more information.

Working Account.—Shows a substantial profit in spite of increases in our running costs. You will no doubt realize that an increase was unavoidable owing to the larger building we have had in use for nine months of the year. Taking the headings in detail:

Repairs and Renewals show an increase of \$1,309.98 made up principally as follows:
Alterations to old locker stands . . . \$450.00
Renewals to lavatory piping . . . 364.00
Glass ware and Towels . . . 352.00
New Stove . . . 117.00

Other Increases.

Lighting, Washing and Sundries.—The increase is on lighting and washing, principally the former.

General Expenses show an increase of \$34.83, made up of all sorts of small items necessary to the increased area of the building and the work required. Postages amounted to \$417.00.

Returning. More repairs have been necessary owing to the ground being more frequently used, especially by Service Teams for mid-week matches.

Papers.—This is a new account and provides for the periodicals supplied in the Reading Room. Our best thanks are due to Messrs. T. B. Pearce and C. P. James for presenting us with numerous books.

Tennis Gear.—The profit on balls has now been reduced to a minimum, next year. Ball boys have been supplied free since the 1st January and this represents a loss of some \$450 per annum to the Club as compared with previous years.

Bar.—This again shows a handsome profit and we offer our best thanks to Mr. Syme Thomson and his lieutenant Mr. Norrie Owen for their able running of this department.

Subscriptions.—There is a small falling off here, due no doubt to the fact that during at least six months previous to 31st August, 1927, the 1st Cruiser Squadron was here. This last summer the harbour has in comparison been particularly empty as regards the Royal Navy.

There are only one or two items in the Profit and Loss Account which might call for comment.

Members' Debts.

Interest.—This is interest on Money borrowed from our Bankers for building the new floor to our pavilion. We had not sufficient funds in hand, and to save the cost of issuing further debentures we were able to arrange for a temporary overdraft. We hope to clear off this overdraft in eighteen months' time.

Interpret Entertainment.—We help to entertain two Interpret visiting teams as against one the previous year.

Balance Sheet. Sundry Creditors.—This item is composed of bills for goods supplied during the month of August.

Member Debtors.—Overdue Accounts \$1,541.87. More than half this sum has since been collected. The greater portion of the balance is due from members and has been temporarily absent from the Colony or on leave, and will be collected before long. While on this subject I would once again ask members and subscribers to settle their monthly accounts at due date and so save our Hon. Secretary the necessity of writing so many letters of reminder, as he has to do at present.

Pavilion.—I have left this to the last, but it is probably of most interest to Members.

I think I may safely say that it has given general satisfaction. The total cost of the new floor together with alterations to the old portion and alterations to furniture, totals \$36,004.50. The Chairman at the Extraordinary Meeting held to authorize the extension stated that it was estimated that the all-in cost would not exceed \$28,000. We are therefore well within this figure and I think we may congratulate ourselves that the additions are a great improvement, especially the room in which we now find ourselves holding our annual meeting for the first time. We have now a fine pavilion, well built and one which will serve our needs for many years to come.

The Interpret.

During the period under review we have had three Interpret matches—2 against Shanghai and one against the Smilers—and we were successful in two out of the three encounters. I

should like to take this opportunity of expressing our thanks to our Shanghai friends for their generous hospitality and kindness to the Hongkong XI on the occasion of their visit to Shanghai last May. We had a successful cricket season on the whole—running two teams, and playing a total of 96 matches. The new season has just commenced and I should like to say a few words on the subject of League Teams &c. We have a good fixture list for both the 1st and 2nd XI, and have entered two teams for the League this year, one in each division, and I hope both will do well.

I have heard that there was a certain amount of dissatisfaction last season on the running of the sides, and I am sorry there has been any cause for complaint. I understand the chief reason is that often at the last minute owing to insufficient names being entered to play for the 1st XI in the book kept for that purpose, players were drawn from the 2nd XI, which left a depleted side and one hard to fill at the last minute. I regret that this should have occurred. Unfortunately last year the 2nd XI were for a part of the season without a regular captain to look after their interests.

This season I am pleased to say Mr. Gillingham, a very keen and experienced cricketer, has consented to skipper the 2nd XI and I have gone into the whole question with him very fully and I hope there will be no friction this year. A book will be put in this room, in which members desiring to play will enter their names and the entries will close every Wednesday evening, and the teams made up on Thursdays for the following Saturday's match. The support of all members to the smooth running of the sides will be greatly appreciated and I hope those who wish to play regularly will see that their names are put down early and not at the last minute.

Of course, if it is desired, the lists may close on Tuesdays and the teams be made up by Wednesday and a list placed on the Notice Board that evening. However this would be possible depends on members.

A good deal of returning has been done to the pitch and I hope we shall have good wickets throughout the season.

Club's Tennis.

Tennis has been going strong most of the year and the annual tournament was well up to the standard of former years, though we want new head bats. The Hong Doubles competition during the summer was very successful. We did well in the League on the whole.

I regret that the courts available for play during the greater part of the summer have not been as good as last year. The usual courts were under repair for most of the time and not available. A lot of repair work was done and top-dressing applied and then the biennial application of worm killer was put on the ground. To add to our difficulties our motor mower refused to function properly and we were unable to get the necessary spare parts locally, and consequently the cutting of the grass had to be done by hand machines.

Whilst on the subject of tennis I wish particularly to mention the name of Mr. H. A. Nisbet, who has now unfortunately left us for good and who for many years did so much to help the annual tournaments to be the success they were. Few probably realize the amount of work he did. We shall miss him very much and I should like to place on record the Club's appreciation of the valuable services he has rendered. I can only hope that a successor to him as energetic and loyal as he was, will appear from amongst you. (Applause).

Tribute to Secretary.

Before closing I know you will join with me in thanking our Honorary Secretary for his services during the past year. When things are running smoothly one is apt to take a lot for granted, but from personal experience and intimate knowledge of his work I can assure you that he gives up a tremendous lot of time for us and has devoted himself wholeheartedly to the interests of the Club. His work has very much increased with our new building and his post is no sinecure, and I am sure we all heartily thank him. (Applause).

With these remarks I beg to propose the adoption of the Report and Accounts as presented and when this has been seconded I shall be pleased to answer to the best of my ability any questions members may ask.

The adoption of the Report and statement of accounts was seconded by Mr. E. E. Towns and carried unanimously.

Election of Officers.

The next business was the election of the President. Mr. C. E. Bolland, in proposing the re-election of Mr. Hancock, said that he needed no introduction. He was a great cricketer and had a wonderful personality. The motion was seconded by Mr. D. E. Clark and carried with acclamation.

Mr. Hancock returned thanks for his re-election as President.

On the proposition of Mr. A. D. Humphreys, seconded by Mr. E. E. Towns, Messrs. Linstead and Davis were re-elected auditors at a remuneration of \$100.

The following were elected to serve on the general committee for the ensuing year: Messrs. A. H. Gillingham, A. W. Hayward, R. M. Henderson, P. M. Hodgson, J. D. Humphreys, H. Owen Hughes, T. B. Pearce, A. Piercy and P. Syme Thomson.

A vote of thanks for the chairman and out-going committee closed the meeting.

MACAO RACES.

GOOD SUPPORT FROM HONGKONG PONY OWNERS.

(By "Ringtail.")

The tenth extra race meeting of the Macao Race Club will be held at Macao to-morrow afternoon commencing at 1.30 p.m. and judging by the useful entry, good sport should be seen in a programme of interesting events.

For the convenience of Hongkong visitors, special steamer sailings have been arranged. The Sui An leaves on Sunday at 8 a.m. returning from Macao at 4 p.m. The Talsan leaves on Sunday at 9 a.m. and returns from Macao at 5.30 p.m.

Good accommodation may be had at either the Riveira Hotel, the Boa Vista Hotel or the President Hotel at moderate prices. Conveyances will be available at the wharf on arrival of the steamer or which will for a small fee convey racgoers to the course in time to witness the first race.

Fifty-one ponies have been entered for the seven events of the meeting, which indicates that fields will be large with the possibility of a few upsets of form.

Backers have been well provided for as in addition to the big sweep on the Aggregate Stakes the usual \$5 sweeps and the pari-mutuel will be operating on all events.

Quite a large number of visitors are expected to make the trip from Hongkong which with an interested band of local supporters should help to make the meeting a pronounced success.

A number of the ponies entered will be unable to leave Hongkong. However, those being sent over are capable of big things and I am certain that punters will receive full value for their support. My selections are:

1st Race.

- 1 U On II.
- 2 Ullawater.
- 3 Sutherland.

2nd Race.

- 1 Chermal.
- 2 Misty Eve.
- 3 Zircon II.

3rd Race.

- 1 Glory.
- 2 Turmacadam.
- 3 Bright Prospect.

4th Race.

- 1 Nara Stag.
- 2 Voloz.
- 3 Tarzan.

5th Race.

- 1 Macao Sinc.
- 2 Branco.
- 3 My Lady.

6th Race.

- 1 Siang River.
- 2 Ploverman.
- 3 Spring Day.

7th Race.

- 1 Branco.
- 2 Westlake.
- 3 Grey Eyes.

LOCAL HOCKEY.

CLUB "A" DEFEATS THE Y. M. C. A.

The "A" team of the Hongkong Hockey Club met the Y.M.C.A. second eleven in a game at King's Park last evening, the Club being victorious by three goals to nil. H. V. Parker scored twice for the Club in the first half, and added a further goal in the second half without reply from the Y.M.C.A. team.

Club "A" v University.

The following will represent the "A" team of the Hongkong Hockey Club in their match with the University second team at King's Park on Friday, October 19, at 5 p.m.—R. W. Sapsed, E. R. Robinson, L.A.R. Duncan, E. R. West, A. C. Howell, J. Gardner, F. E. G. Munn (captain), R. D. Beaumont, V. W. Stanton, H. V. Parker and E. C. Fincher.

LOCAL BILLIARDS.

WARDERS LEAD IN THE STEEL COULSON LEAGUE.

The following are the present positions of the teams engaged in the Steel Coulson Billiards League:

	P.	Pos.	Obd.
Warders' Mess	7	21	17%
D. R. C.	7	21	15%
Garrison Mess	5	18	14%
R. E. and R. C's	5	15	11%
Land Police	5	15	7%
R. A. Stonecutters	5	15	7%
K. O. S. B.	5	15	5%
Water Police	5	15	3%
C. and P. O. Club	7	21	3%
Queens Sergeants' Mess	4	12	2%

National Artillery Association Council has awarded the King's Cup to Suffolk Heavy Brigade (Territorials).

CRAIGENGOWER C.C.

ANNUAL REPORT OF THE CLUB'S ACTIVITIES.

The annual report of the Craigengower Cricket Club has just been circulated to members. The report states:

The Club entered a team in the 1st Division of the Hongkong Cricket League and secured third place amongst the 9 teams that competed. Mr. A. B. Hanson heads the batting average. Mr. S. Abbas has the best bowling average.

Tennis.

The Club entered a team in the 1st and 2nd Divisions of the Hongkong Lawn Tennis League, neither of which did as well as expected. Interest was well maintained throughout the season.

A tournament was held and resulted as under:
Men's Singles Championship, Mr. H. D. Rumjahn; Runner-up, Mr. J. A. Cansubhoy.

Ladies' Singles Championship, Mrs. Bradbury; Runner-up, Mrs. Donckit. Singles Handicap, Mr. A. B. Hanson; runner-up, Mr. A. E. Guest.

Doubles Handicap, Messrs. H. J. Howard and A. B. Hanson; Runner-up, Messrs. B. W. Bradbury and P. D. Pankhurst.

Mixed Doubles Handicap, Mr. H. J. Howard and Mrs. Gonzales; Runner-up: Mr. and Mrs. B. W. Bradbury.

Lawn Bowls.

Two teams competed in the Hongkong Lawn Bowls League. The 1st team won the League competition, and unfortunately, but for the last match which was lost by 1 shot, would have gone through undefeated. The 2nd team has not yet completed its fixtures.

Competitions were held with the following results:
Singles, Mr. U. M. Omar; Runner-up, Mr. C. Bennett.

Pairs, Messrs. C. Bennett and W. T. Brightman; Runners-up, Messrs. C. S. Rosset and F. J. Neves.

Rink, Messrs. A. E. Coates, J. T. Lunny, S. E. Alderman and C. Bennett (Skip); Runners-up, Messrs. M. F. Billmorra, A. A. Lewis, H. Beer and R. Bena (Skip).

Billiards.

The tables are in good condition, and were well patronized during the season.

A competition was held and resulted as follows:
Singles Handicap, Mr. P. A. Dixon; Runner-up, Mr. J. R. Soares.

Cricket.

Interest in this game was revived and has become very popular with the ladies, so much so, that a competition was held, resulting in Mrs. D. K. Kharas winning and Miss L. Cansubhoy runner-up.

Club House.

The building has been thoroughly surveyed by Architects and their recommendations as regards major repairs have been carried out, thus rendering the building in good condition.

Membership.

The number on the roll is 354 (including Life and Absent Members).

Finance.

The Working Account shows a profit of \$1,527.32 as against \$137.85 of the previous year.

Obituary.

The Committee much regret to record the deaths of the following members: Capt. A. Jenkins, Mr. Leo Hyman, Mr. E. O. Rock and Mr. A. Webb. The thanks of the Club are due to the following donors of prizes: Mr. R. W. Bradbury, Mr. P. A. Dixon and Mr. S. A. Hamid.

Battling Averages.

	Inns.	H.R.	N.O.	Runs.	Aver.
A. B. Hanson	12	70	0	217	22.85
A. Kitchell	12	60	0	217	22.85
S. Abbas	10	47	2	116	19.12
E. Zimmerman	13	74	1	125	18.52
N. Mackay	12	29	4	132	16.50
D. Frits	11	48	1	116	15.80
H. Kim	12	30	0	110	14.00
V. Abbas	7	30	3	60	12.00

Bowling Averages.

	O.	M.	R.	W.	Aver.
S. Abbas	32	11	60	5	12.75
D. Frits	35.1	8	230	22	15.50
A. B. Hanson	20.1	24	377	25	15.08

A Chinese cook, returning from market, was stopped by a constable and taken to the Police Station on a charge of cruelty to fowls. The man was carrying a small basket in which two chicken and a bundle of sugar canes had been placed. As the birds were in the bottom, they were crushed by the weight of the sugar canes. The man was fined \$5 by Mr. R. E. Lindsell at the Central Police Court this morning.

The forthcoming wedding is announced of Mr. P. Smyth, engineer c/o the Asiatic Petroleum Company (N. C.) Ltd., Shanghai, to Miss A. Ingham, secretary, travelling to Hongkong on board the s.s. Hector.

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"HIS WIFE."

SYNOPSIS.

CHAPTER IX.

be more suitable than marriage between her and her brother's hand man, manager of the V. with a possibility of paring which rested with Wait bestow? It was obviously a arrangement, and Crake seemed to be grateful to her kind way of talking to him, making him feel at home. I shy, though his manner was gauche, and he grew a little nervous as she did her best to him at his ease.

(Continued from Page 9.)

Legal Proceedings.

tion of lines," at the Tram-
lations, them in turn to those who had not yet met. He deeply appreciated the gifts and sentiments expressed, and the bottom of his heart thanked them.

(Continued from Page 5.)

(Continued from Page 5.)

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Journal of Management Education 36(7) 809–827

**LETTER GOLF
SOLUTION.**

Here is the solution to the puzzle on another page.

CARRY,	HARRY,	HARPY,
HARPS,	HARES,	HATES,
HATER,	WATER.	

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said Mr. Morland (Walsall) at the Municipal Tram

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TO OSAMA via AMOY, MOJI & KOBE	Kumsang	Satur. 27th Oct at 7 a.m.
TO OSAMA via AMOY, SHANGHAI, MOJI & KOBE	Yuensang	Fri. 2nd Nov at 7 a.m.
TO STRAITS & CALCUTTA	Kutsang	Fri. 19th Oct at 3 p.m.
TO SARKAKAN	Mausang	Fri. 19th Oct at 3 p.m.
TO CANTON	Chakshing	Mon. 15th Oct at 8 p.m.
TO TIENTSIN	Cheongshing	Thurs. 25th Oct at noon.

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*TAIPING	6th November	13th November
*CHANGTE	7th December	14th December
*TAIPING	4th January	11th January

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Motor Vessel "GLENBEG" (Via Oran) ... 14th Dec.

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Steamship "GARNARVONSHIRE" ... 15th Oct.

Motor Vessel "GLENBEG" ... 29th Oct.

Steamship "PEMBROKESHIRE" ... 12th Nov.

Steamship "GLENIFER" ... 25th Nov.

Steamship "GARNARVONSHIRE" ... 12th Dec.

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3.00 p.m. "WING ON" from Wing Lok Wharf | 2.00 p.m. "SUI AN"

S. R. "SUI AN"

Macao Race Meeting

Special Excursions to Macao.

On SUNDAY, 14th October.

HONGKONG TO MACAO | MACAO TO HONGKONG

8.00 a.m. "SUI AN" | 4.00 p.m. "SUI AN"

9.00 a.m. "TAISHAN" | 5.30 p.m. "TAISHAN"

RETURN SALOON PASSAGE FARE: \$5.00

Notice: "TAISHAN" will sail from and return to Hongkong wharf.

s.s. "SUI AN" will sail from and return to Wing Lok wharf.

Above sailings are subject to Weather Conditions

and Intending Passengers are requested to communicate

with the Office, whenever any of the Typhoon Signals are

hoisted.

LIFE SAVING.

MORE CHINESE CANDIDATES EXAMINED.

An examination under the rules of the Royal Life Saving Society was held at the Hongkong Chinese Bathing Club's main hall at North Point on Saturday last. A class of eight candidates was presented by Mr. K. C. Ip for the Proficiency Certificates and Bronze Medallions of the Society.

Conditions were excellent, and the majority of the class had no difficulty in completing each test to the satisfaction of the Examiner.

The following recommendations have been made to the Chief Executive of the Society in London for approval and confirmation for both awards—Lau Kai-cheung, Luk Man-sum, Chan Yew-ho, Wong Tai-chiu, Poon Ho-chak, and Hon Kwok-leung; and for the Proficiency Certificate alone, Chung Wai-man and Lam Yung-hee.

The Chinese Bathing Club are now leading in the number of successful candidates examined this year up to date, the South China Athletic Association being very close on their heels.

NEW CHARGES AGAINST YEO.

(Continued from Page 2.)

Kwong Ming-shing, for which the receipt was originally issued.

Mr. Hazlerigg said he did not know why the defendant should do that, but suggested that it was possible to enable him to keep a check of what he was doing, which, said Mr. Hazlerigg, was a rather complicated affair.

Details referred to in Mr. Hazlerigg's opening were given by Mr. L. A. Barton, when the latter gave evidence. Mr. Barton went over the procedure described by Mr. Hazlerigg and produced to the Court, first of all, the Revenue File for Hongkong Water Account for the year 1927. Before giving details to his Worship, Mr. Barton stated that the defendant worked under him for a year and he was familiar with the latter's handwriting. The file, with the exception of a few entries towards the end, was entirely in the defendant's handwriting.

Mr. Barton also produced—the schedule by the Water Authority for High Level accounts for the fourth quarter of 1926. The accounts covered by that schedule were numbered 15,117 to 15,838 and the aggregate amount due on those accounts according to the schedule was \$7,847.17. From the Revenue File against the item Bills Nos. 15,117 to 15,838 stood the figure \$5,847.17, a difference of \$2,000.

The Fifth Way.

Mr. Lindsell enquired if the posting had not been checked, to which Mr. Hazlerigg replied that he suggested that the whole page of the loose leaf file had been substituted.

Witness next produced the Water Authority's schedule for naval accounts. The bills were numbered 16,740 to 16,748 and were for the fourth quarter of 1926, the amount due being \$6,530.70. The Revenue File, in respect of this item, showed \$4,530.70, again a difference of \$2,000.

Another schedule for the fourth quarter of 1926 for the Eastern district showed an aggregate of \$17,125.95. The entry in the Revenue File revealed \$13,065.95 as being the aggregate. In all three items therefore, a difference of \$8,070.00 was shown.

Mr. Barton next produced the collection book. For the month of May, 1927, the collection book showed \$48,673.51 received by the Treasury. The Revenue File showed the amount received as \$52,093.70. For July, the amount shown in the collection book was \$8,648.68 whereas the amount posted on the Revenue file was \$12,810.93. In these two items the amount shown in the Revenue file was \$7,582.44 over the figure shown in the collection book.

In answer to Mr. Lindsell, Mr. Hazlerigg explained that the defendant lowered one side of the account of the Revenue File by \$8,070.00 and raised the other side by \$7,582.44, making a difference of \$15,652.50, which when compared with the figure of \$15,329.95 alleged to have been taken by the defendant, was very close, and would not excite very much doubt, if the accounts were at any time roughly gone over.

In answer to another question Mr. Hazlerigg informed his Wor-

NEW MINISTER.

SUNDAY'S SERVICES AT UNION CHURCH.

The Rev. F. C. Young, the new minister of Union Church, and Mrs. Young, arrived in the Colony on Thursday by the s.s. Macedonia.

Union Church being representative of the Presbyterian, Congregational and Baptist denominations, the Presbyterian custom is being followed to-morrow of "preaching the new minister in."

The Rev. Frank Short, of the London Mission, who is a college friend of Mr. Young's, has kindly consented to officiate at Union Church for the morning service.

In the evening Mr. and Mrs. Young will attend the daughter Church in Kowloon, where they will have an opportunity of becoming acquainted with Union Church adherents on the other side of the harbour. The Rev. Frank Short will conduct the service, the Rev. P. W. Alexander officiating at the evening service in Hongkong.

A welcome meeting to Mr. and Mrs. Young will be held in the Lecture Hall, Kennedy Road, from 5 o'clock on Wednesday next, the proceedings opening with tea.

On the following Sunday, Mr. Young will preach from his own pulpit, with the advantage that he will not be then addressing a congregation of entire strangers.

"THE SPORT OF KINGS."

THE DATE OF THE FIRST PERFORMANCE.

Although no official announcement has been made, it has been fairly generally known that the Hongkong Amateur Dramatic Club's first performance of Ian Hay's racing farce "The Sport of Kings," was booked for Saturday, 17th November, at the Theatre Royal.

This, the Club now learns, is the date fixed for the Fete in aid of the Ministering Children's League and the A.D.C. have been approached by the Ladies' Committee to change their opening night in order that the two events may not clash.

Owing to bookings of other entertainments our local thespians find themselves much embarrassed by this request, as a Saturday opening is keenly desired. However, the cause of charity always even the hardest hearted committees, and superstitious producers and so they have decided to flaunt the gods and present "The Sport of Kings" to the public on Friday, 16th November, at 9.15 p.m.

ship that he could think of at least four ways in which the defendant could get hold of the money without another party's co-operation. He smilingly suggested that perhaps there was a fifth means, known only to the defendant, and which might prove to be the correct one.

The hearing will be continued on Monday.

Count the

TELEGRAPHS!

THE HONGKONG & WHAMPOA DOCK CO., LTD.

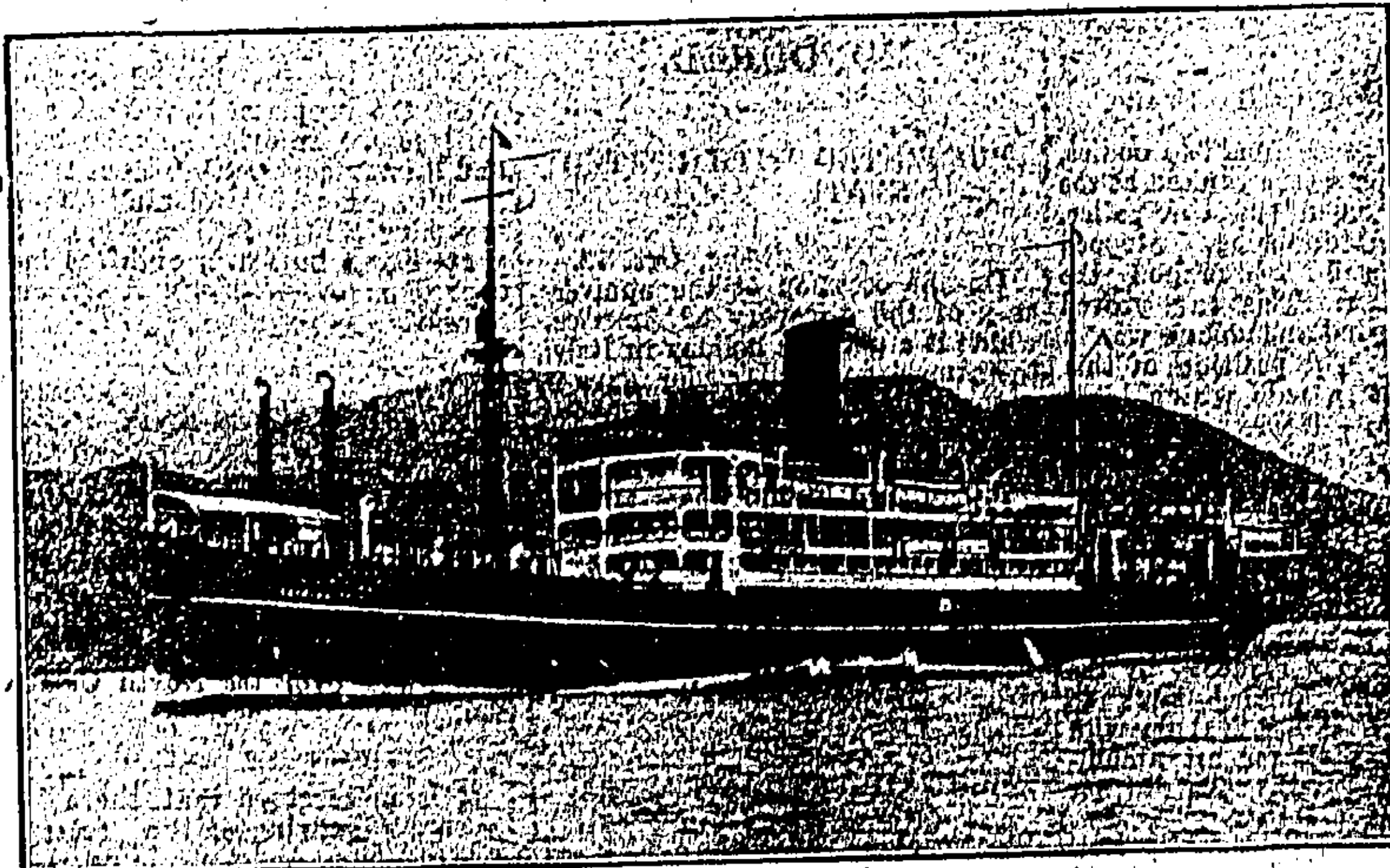
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Hongkong Service.

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CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship, "DENRECHT"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 1st November, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 11th October, 1928.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIME.

The Steamship,

"GENERAL METZINGER"

Bringing Cargo from MARSEILLES, &c., also cargo from BORDEAUX, COGNAC, &c., ex s.s. "TETUAN"

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Friday, the 19th October, 1928, or they will not be recognized.

Damaged packages will be examined by the Company's Surveyor Messrs. Goddard and Douglas in the presence of the Consignees at 10.00 a.m. on Tuesday the 16th October, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 10th October, 1928.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship,

"DOCTEUR PIERRE BENOIT"

Bringing Cargo from DUNKIRK, ANTWERP, LONDON &c.

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Thursday the 18th October, 1928, or they will not be recognized.

Damaged packages will be examined by the Company's Surveyor Messrs. Goddard and Douglas in the presence of the Consignees at 10.00 a.m. on Monday the 15th October, 1928.

No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 9th October, 1928.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma; Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
-------	------	-----------------------	-------------

MOREA | 10,953 | 13 Oct. noon | Marseilles & London
*KHIVA | 9,135 | 27th Oct. | Marseilles, L'don & Hull
*MIRZAPUR | 6,715 | 1st Nov. | Straits & Bombay
*KIDDERPORE | 5,334 | 13th Nov. | Straits, B'bay & Karachi
*Cargo only.

*Calls Cassablanca.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Eberhard Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	13th Oct. 3 p.m.	S'pore, Penang & Calcutta
TALMA	10,001	27th Oct.	S'pore, Penang & Calcutta
TAKIWA	7,936	4th Nov.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	5th Nov.	Manila, Sandakan, Thurs.
TANDA	6,650	30th Nov.	Iceland, Townsville, B'bane
ST ALBANS	4,500	28th Dec.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Kobe, Cebu, Kolumbug, Tawau, Timor, Darwin, or other ports en route as indicated on the following.

The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KIDDERPORE	5,334	13 Oct. 4 p.m.	Moji & Kobe
TAKIWA	7,936	14 Oct. 6 a.m.	Amoy, Moji, Kobe & Osaka
ARAFURA	6,000	14th Oct.	Moji, Kobe, Osaka & Yoko
JEYPORE	5,318	18 Oct. D'light.	S'hai, Moji, Kobe & Yoko

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Taiyo Maru ... Wednesday, 17th Oct.

Tenyo Maru ... Tuesday 30th Oct.

Korea Maru ... Tuesday, 13th Nov.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Hakozaki Maru ... Saturday, 20th Oct.

Hakusen Maru ... Saturday, 3rd Nov.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... Wednesday, 24th Oct.

Mishima Maru (Calle Zambo Auga) Wednesday, 21 Nov.

BOMBAY via Singapore, Penang & Colombo.

Hakodate Maru ... Saturday, 27th Oct.

Tamba Maru ... Sunday, 11th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Rakuyo Maru ... Monday, 12th Nov.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Hakata Maru ... Saturday, 10th Nov.

NEW YORK and BOSTON via PANAMA.

Toba Maru ... Monday, 22nd Oct.

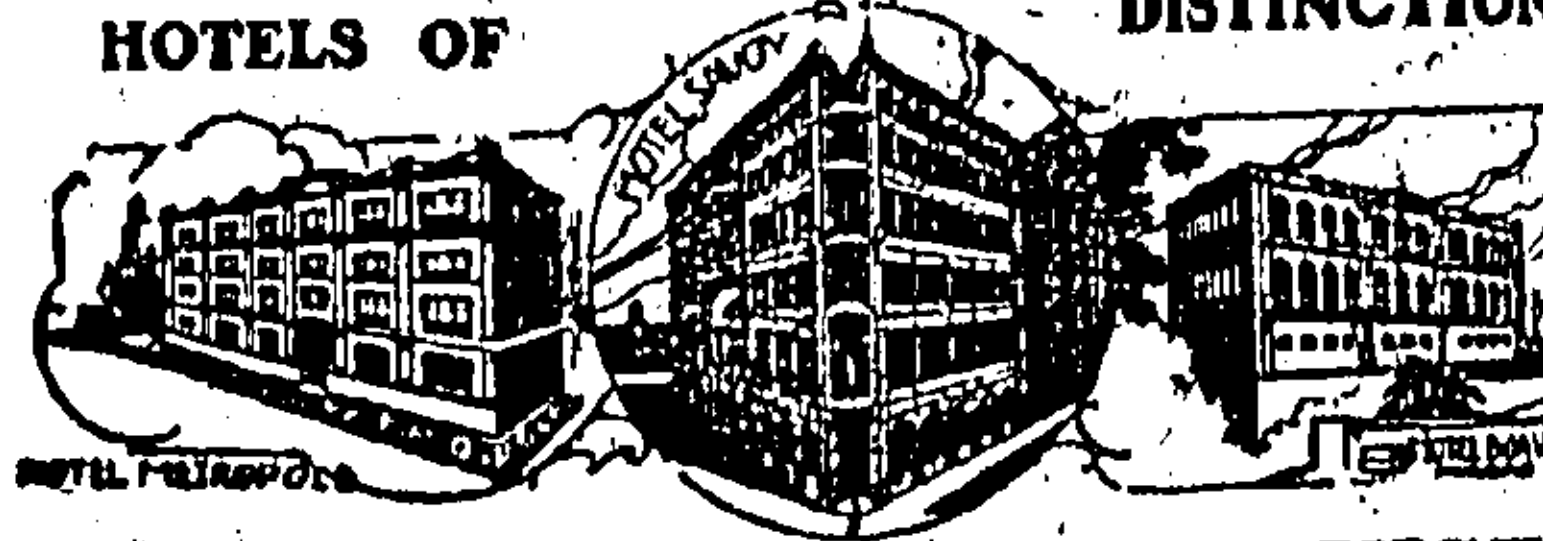
LIVERPOOL via Port Said, Genoa & Marseilles.

Lima Maru (Calle Glasgow) ... Sunday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.

Tokushima Maru ... Friday, 19th Oct.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
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ASTOR HOUSE HOTEL; PALACE HOTEL;
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KING EDWARD HOTEL.
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TEA DANCES:
Monday, Wednesday and Friday, from 5 to 7 p.m.
Hotel launch meets all steamers.
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Moderate Terms: families specially catered for.
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Hongkong.

GRAF ZEPPELIN'S PROGRESS.

EXPECTED AT THE AZORES
LAST NIGHT.

PASSENGERS AIRSICK.

London, Oct. 12.
The German airship "Graf Zeppelin," which is flying the Atlantic, passed over Madeira this afternoon, and in a wireless message picked up at Ponta Delgada, in the Azores, states that she will pass over the Azores to-night.
The message adds that the majority of the passengers are exceedingly air-sick.—*British Wireless.*

Drops Mails.

Later.
The wireless station at Cantham, Massachusetts, has picked up a message from the Zeppelin, stating: "Weather warm. Proceeding to Bermuda. If weather continues good expect to arrive at noon on Sunday. Speed eighty-five miles per hour. Have dropped mail at Funchal."

Funchal is the capital of Madeira.
—*Reuter.*

Earlier Reports.

Paris, Oct. 12.
Reports from Madrid state that the Graf Zeppelin passed Castellon de la Plana at 11.40 o'clock last night.—*Reuter.*
[Castellon de la Plana is a seaport in the Gulf of Valencia, about 40 miles north of Valencia del Cid, due west of the Balearic Islands.]

Passes Gibraltar.

Gibraltar, Oct. 12.
The Graf Zeppelin passed here at five o'clock this morning.—*Reuter.*

The following wireless message has been received from the Graf Zeppelin: "Over Atlantic. All well. Expect to fly over New York Sunday.—*Reuter's American Service.*"

Passes Over Madeira.

Horta, Oct. 12.
The Graf Zeppelin passed over Madeira at 1.35 this afternoon.—*Reuter.*
[Madeira is the largest of a group of islands in the North Atlantic, about 300 miles from the coast of Morocco and about 880 miles south west of Gibraltar.]

Weather Reported Bad.

Friedrichshafen, Oct. 12.
The weather in the North Atlantic is reported to be very bad. Strong adverse winds have considerably diminished the speed of the Graf Zeppelin, which is expected to take at least a hundred hours to reach Lakehurst, New Jersey, as compared with seventy-five taken by her predecessor as the course of the Graf Zeppelin is at least 2,000 kilometres longer than her predecessor, the ZRS, now the Los Angeles.—*Reuter.*

SHANGHAI DOUBLE TRAGEDY.

(Continued from Page 1.)

a man which was lying about 100 ft. from the body which he first observed, and which subsequently proved to be that of Miss Thompson. As he passed, he noticed that the man moved and his first thoughts were that a motor accident had occurred. On reflection and noticing that the woman appeared to be dead, he suspected shooting and being unarmed, proceeded with all haste to Bubbling Well police station where he reported the affair. He accompanied two police constables to the scene where they arrived shortly after 7 p.m.

Another Car on the Scene.

Some 220 yards from the bodies, a hired car was seen ranked at the side of the road and the police, suspecting kidnapping, stopped their car and approached the stationary car. This car proved to be unoccupied and no one was in the vicinity. The position of this car was near a path which leads to the Red Joss House village.

On reaching the scene, he saw that the man had rolled over on his side, the position of the latter when witness first saw him being face downwards. The police ascertained that the man was alive and that the woman was dead and, in response to a request by the police, witness hurried back to Bubbling Well Police Station with a message asking for an ambulance and detectives. He did not return with the latter.

In reply to a question by Det. Sub-insp. Grubb, witness said that he noticed no one in the vicinity of the scene at any time. He saw no one from the time he turned down Keswick Road into Bremen Road.

In reply to the Coroner, witness stated that the hired car above referred to, was not present when witness first approached the scene. This concluded the evidence and the inquest was adjourned until Friday at 2.15 p.m.

COLONY'S CREDIT BALANCE.

SATISFACTORY FIGURES FOR
HALF-YEAR.

REVENUE INCREASES.

Details of the Colony's revenue and expenditure up to June 30th show that at that date the credit balance was \$5,538,816, as compared with \$5,544,028 at the end of May.

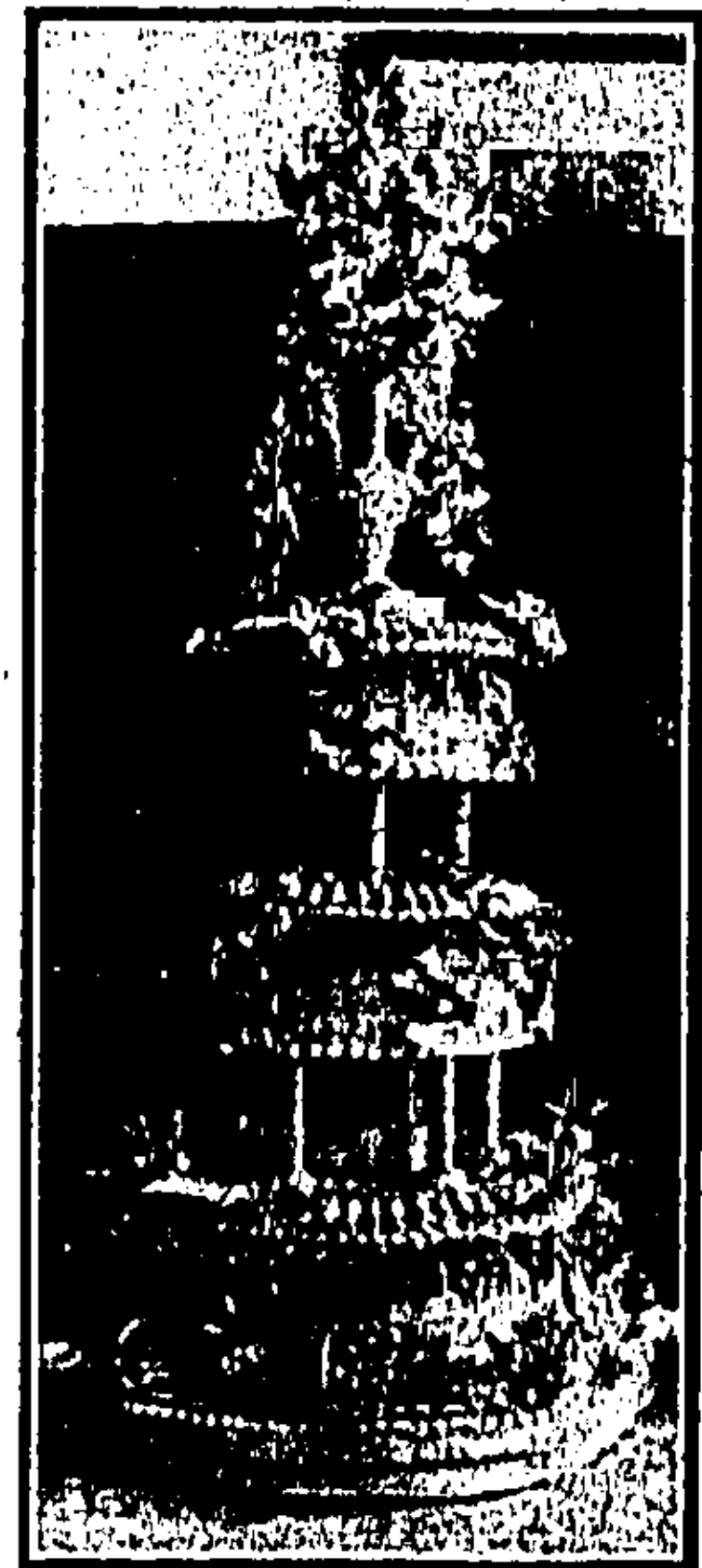
The revenue for the month of June was \$1,071,280, as against \$1,526,949 for the same month last year, whilst the respective expenditure figures were \$1,677,092 and \$1,661,238.

For the first six months of the year, the total revenue was \$11,420,424, against \$9,926,601 in 1927. The year's estimate is \$20,103,300.

Expenditure for the six months totalled \$9,807,368, as compared with \$9,105,814 last year, on a year's estimate of \$22,183,045.

It will thus be seen that there is for the half-year a substantial increase in revenue as compared with 1927, although expenditure has risen. The year's Estimates for revenue are shown to have been framed on a conservative basis, whilst expenditure looks like being far less than anticipated.

MAGNIFICENT CAKE.



The above magnificent cake was a feature of the recent Napier-Newson wedding. It was made at home and re-erected and arranged here by Messrs. Lane, Crawford.

STABILISING THE BALKANS.

M. VENIZELOS CONTINUES
HIS MISSION.

Belgrade, Oct. 12.
M. Vontelos, the Greek Premier, and M. Chamenovitch, the Yugo-Slavian Foreign Minister have signed an agreement under which Greece and Yugo-Slavia have agreed to draw up a Pact of Friendship, providing for the pacific settlement of litigious questions.

The Pact will be valid for a period of five years.—*Reuter.*

ITALIAN AIRMAN HONOURED.

PRESENTED WITH UNITED
STATES' D.F.C.

Rome, Oct. 12.
On the occasion of the anniversary of the discovery of America, which is a national holiday in Italy, the American Ambassador gave a banquet in honour of Commander De Pinedo, the famous Italian airman, and presented him with the Distinguished Flying Cross awarded recently by President Coolidge.—*Reuter.*

SPANISH MINISTER'S DEATH.

DUKE OF TETUAN PASSES
AWAY.

Madrid, Oct. 12.
The death is announced of the Duke of Tetuan, the Spanish Minister for War.—*Reuter.*

The deaths of two Chinese deck passengers from consumption were reported this morning, one by the s.s. Anhui from the Straits and one by the s.s. Tai Fook Sing from Saigon.

SHOT BY FORMER LOVER.

RUSSIAN GIRL ATTACKED
IN SHANGHAI.

ASSAILANT HELD.

Shanghai, Oct. 10.
A Russian woman, Mrs. Mary Dedeneva, was shot through the left shoulder yesterday evening and now lies in St. Marie's Hospital in a serious condition, as a result of a quarrel between her and an old sweetheart at 439 Avenue Joffre. K. Chnedotiniatin, another Russian, has been arrested by the French Police and will be charged with attempted murder, the unlawful possession of arms and returning to the French Concession after the Court had previously ordered him to be expelled.

Chnedotiniatin is reported to have called at 439 Avenue Joffre in an excited condition to meet the girl about 5 p.m. to renew an old acquaintance. Shortly after he met the girl, neighbours heard words being exchanged between them, Chnedotiniatin shouting "I will shoot you." Immediately afterwards there was the sound of a pistol shot. Neighbours summoned the police, who found the girl struggling with her assailant in the doorway. Chnedotiniatin was taken into custody, and the wounded girl removed to the hospital.

Under examination it was found that Chnedotiniatin has been previously convicted by the French Court and sentenced to expulsion from the Concession. A Colt automatic was found on him, for which he had no licence. He was formerly employed by the compradore of the Shanghai Race Club.

SOLDIER CHARGED.

ALLEGED ASSAULT ON AN
AMAH.

James McKnight, a private of the K.O.S.B., was charged before Mr. R. E. Lindell, at the Central Police Court this morning, with assaulting an amah employed in a house at Spring Garden Lane.

It was stated by the police that the woman on whom the defendant called last night would not have anything to do with him. McKnight was then said to have lost his temper, and to have struck an old woman, who was employed there as an amah, with the heavy end of his Service cane as he passed out into the street.

Defendant denied the charge. The case is proceeding.

GERMAN TEXTILE INDUSTRY.

190,000 OPERATIVES TO BE
LOCKED OUT.

Cologne, Oct. 12.
The millowners of the Rhineland and Westphalian sections of the German textile industry have decided to lock out 190,000 operatives on the 27th instant, falling a settlement in the meantime of the Muenchengladiach wages dispute. It is improbable that the dispute will be settled.—*Reuter.*

AMERICAN WEATHER- PHENOMENON.

SUMMER IN CHICAGO: SNOW
IN WYOMING.

New York, Oct. 12.
A remarkable illustration of the vagaries of the weather is being provided in the United States. While the people of New York and Chicago are enjoying summer heat and the warmest October since 1889, a blizzard is sweeping over Wyoming a little farther West, the State being buried in eighteen inches of snow.—*Reuter's American Service.*

FINE WEEK-END.

"North-east winds, moderate; fine," is the weather forecast up to noon to-morrow. Moderate to fresh monsoon may be expected along the south-east coast of China and over the North China Sea.

It is understood that there is to be a rehearsing of the recent case against Captain. Midgeley, of the s.s. Tai Lee. Captain Midgeley was fined \$250 at the Marine Court on a charge of working cargo on Sunday.

This morning's Harbour Office reports gave 20 arrivals and 12 departures, of which 11 and six respectively were British. Tonnage and freights were both good, with the British total of cargo under both headings approximating 14,000 tons.

LONDON



WITH

DOROTHY GISH

THE STAR of "NELL GWYN" in a throbbing drama of London's light and shadows, written especially for her by Thomas Burke, author of "Limehouse Nights".
A BRITISH PRODUCTION

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QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

A Great Star in His Greatest Triumph!



NEVER has John Gilbert, great star of "The Big Parade" and "La Boheme," appeared to better advantage on the screen than in this swash-buckling story of flaming hearts and flashing swords!

BARDELYS
The Magnificent
starring
JOHN GILBERT

ALL LOVERS of real romance will thrill to the stirring adventure, the light hearted way in which Gilbert flirts with death to win a lovely lady's favour!

AT THE
WORLD FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20.
Interpret 2.30 & 7.15.

A FASCINATING STORY OF YOUTH!

AN exceptionally entertaining tale of life and love played against a colourful background!

**LOVE'S
GREATEST
MISTAKE**
with
EVELYN BRENT
WILLIAM POWELL
JAMES HALL
JOSEPHINE DUNN
Edward Sutherland
Production
A Paramount Picture



TELLS of a young girl's adventures when she becomes the unsuspecting pawn of a black-mailer! Directed by the man who made "We're in the Navy Now" and "Behind the Front!"

AT THE
STAR FINAL SHOWINGS TO-DAY
Continuous 5.15 to 8.30.

2.30 & 9.15—"Wilbur's Black Birds"—2.30 & 9.15